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No. 21602 號式零百陸仟壹萬式第 日拾初月玖年卯丁 HONG KONG, WEDNESDAY, OCTOBER 5th, 1927 叁拜禮 日伍月拾年七廿百九仟壹英 PRICE: \$3 PER MONTH.

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.37	8.00	9.15	10.09	12.05	1.15	2.37	3.50	4.57	5.43
Yau Ma Tei ...Dep.	8.45	8.08	9.23	10.17	12.13	1.23	2.45	3.58	4.65	5.51
Shatin ...Dep.	8.57	8.20	9.35	10.29	12.25	1.35	2.57	4.10	5.17	6.03
Tai Po ...Dep.	9.11	8.34	9.49	10.43	12.39	1.49	3.11	4.24	5.31	6.17
Tai Po Market ...Dep.	9.25	8.48	10.03	10.57	12.53	2.03	3.25	4.38	5.45	6.31
Fanning ...Dep.	9.37	9.00	10.15	11.09	13.05	2.15	3.37	4.50	5.57	6.43
Sham Shui ...Dep.	9.51	9.14	10.29	11.23	13.19	2.29	3.51	5.04	6.11	6.57
Sham Shui ...Arr.	7.38	8.40	9.08	10.14	11.06	12.59	2.12	3.18	4.40	5.41
Canton ...Arr.	8.43	9.45	11.10	12.12	13.14	14.16	15.18	16.20	17.22	18.24

SHA-TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.
Fanning ...Dep.	7.45	10.15	3.30	6.15
Shatin ...Arr.	8.40	11.10	4.15	7.10
Shatin ...Dep.	8.15	9.00	2.00	5.00
Fanning ...Arr.	7.10	9.55	2.55	5.55

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WEEK END SAILINGS.

	SATURDAY, 8th OCTOBER, 1927.	MACAO TO HONG KONG:
8.00 A.M. "SUI AN"	8.00 A.M. "SUI TAI"	
3.00 P.M. "SUI TAI"	2.00 P.M. "SUI AN"	
	SUNDAY, 9th OCTOBER, 1927.	
9.00 A.M. "TAISHAN"	5.00 P.M. "TAISHAN"	
	MONDAY, 10th OCTOBER, 1927.	
9.00 A.M. "SUI AN"	8.00 A.M. "SUI TAI"	
2.00 P.M. "SUI TAI"	4.00 P.M. "SUI AN"	

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Our London Letter.

TRIUMPH OF THE BLUE STOCKING.

"CONFOUNDED ASSIDUITY"
OF WOMEN.
SUBJECTS WHICH INTEREST
THEM.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Sept. 10th.
On the Continent "the tall Englishman" is a character so readily accepted that it is surprising to have the average height of the people of this country put at no more than 5ft. 6in. This is the estimate with which Professor Parsons favoured the anthropological section of the British Association at Leeds. He stated that measurements which he had taken in the course of the last twenty years had convinced him that women have added nearly two inches to their height in two decades, and he looks forward to the time when the men of the nation will reach an average of 5ft. 9in. and the women 5ft. 6in. or 5ft. 7in.
Professor Parsons has taken measurements of medical students for twenty years, and he mentions this class as representing the average of the Englishman of good education who has been well fed, and well housed, and has been able to develop his physique. In this analysis the majority of men are about 5ft. 6in. in height, and there is no marked indication of change in the period covered by his investigation. It is the stunted individuals in the great industrial areas of the Midlands and the denizens of the back streets of the cities who bring the average height for the whole nation down to the figure mentioned. The greater freedom now enjoyed by women in the matter of games and outdoor sports of all kinds has put the extra inches on to their stature.
No doubt facts and figures of the kind referred to at the British Association meeting have only a limited interest; but the Professor was on safe ground when he said that under the cloak of education London is doing its best to change a C3 into an A1 population.

The "Blue-Stocking" to the Fore.
Altogether there were 2,000 scientists at the Leeds gathering of the British Association. Of this number more than half were women. I see that in some of the newspapers this is acclaimed as the triumph of the "blue-stockings." There is some truth in it, too, for women have been lecturing on the most recent subjects, and the fact that they have acquired enough knowledge to lecture on them before the most critical audiences in the world is sufficient answer to the accusation of male students that nearly all women are plodders and nothing more. At the British Association meetings women have been dealing in the most learned and exhaustive way with such subjects as the mystic crustacean, the structure of bifurcata tuberculata, the violet experiments with the vendetta, and other illuminating topics.
Perhaps it is because women are prepared to devote themselves to these things that their presence at Oxford and other universities provides a constant source of irritation to the young men at these seats of learning. The men blame them for their "confronted assiduity." The woman student at a lecture never ceases to take notes, and works, or plods, relentlessly.

T.U.O. Break With Moscow.
This year's Trades Union Congress which has just concluded at Edinburgh will be remembered for the decision taken by the most representative body of organized Labour in Great Britain to break off relations with Russia. The majority in favour of this step amounted to nearly two million votes. It is very significant of the opinion of the trade unions in this country that the decision has been taken after the expulsion of the Soviet diplomats and trade delegation from London a few months ago. The latter course was in accordance with public opinion, and has since been cordially endorsed by responsible men without regard to politics; and now that we have the Trades Union Congress severing relations with Moscow we have definite proof that, despite mistakes made in the past, the trade unionists of Britain are patriotic enough to place the interests of their own country before everything else.
The break with Moscow would have been made long ago but for the fear that possessed many of the leaders of trade unions that such a

GRIM FIGURES.

VIOLENT DEATHS IN ENGLAND.

THE NUMBER OF SUICIDES.
WOMEN NOT SO RASH AS
MEN.

She statistics of violent deaths in England and Wales in the course of a year do not make pleasant reading but they do provide a strong dose of realism.
In 1926 the males who suffered violent deaths numbered 12,346 and the females 5,774—a small army of 18,020, or more than the total population of some important towns. The men who committed suicide totalled 3,000 and the women 1,300. It is a pathetic fact that three boys and three girls between the age of 10 and 15 took their own lives. Between 15 and 20 years of age the total was 112. The figures reach their highest point between 45 and 65 years of age. In 1926 the men between these ages who took their own lives totalled 1,559. Women are not so rash. They totalled 588. The pathos of the youthful suicide has its counterpart in the suicides of the aged. Last year 114 men and 27 women destroyed themselves when 75 and upwards. Those who subject themselves to the torture of acids and other corrosive poisons number hundreds, but they are a small company by comparison with those who resort to gun.
Last year 587 men and 353 women died by inhaling coal gas, and 527 people died by self-inflicted hanging. The men who drowned themselves numbered 553 and the women 349. It is a remarkable fact that the disparity between the sexes is much less pronounced when it comes to "jumping" from high places. Seventy men did this last year and 64 women. In the course of the year there were 71 cases of murder. Again, it is a pathetic fact that of the victims 45 were under one year old, and the total of those under 10 years was 83. Included in the violent deaths were 18 men and one woman who did not want to but had to. They were executed. The deaths by accident reached the high totals of 9,531 men and 4,374 women. In every stage from 25 to 55 years of age over 1,000 men lost their lives by accident in the course of the year.
Elderly women are subject to accidents. Whereas between the ages of 35 and 75 the women who died from accidents numbered 553, those who were 75 and upwards numbered 1,117. To the making of accidents there seems to be no end. In official returns pages are devoted to different forms of accidents and it is a remarkable fact that last year 28 men and 35 women suffered violent deaths by falling out of bed.

step might be construed as a triumph for Capitalism. The present Conservative Government sent the Soviet agents in London home to Russia because they were engaged in mischief-making here; and Labour leaders who have all along professed great admiration for Moscow, thought if they too broke with Soviet Russia it would be construed as an admission of blundering on their part in putting faith in their Russian friends for so long. Also, they imagined that it would look like supporting the Tory party.

Better Late Than Never.

However, the Trades Union Congress has now done the right thing, although it is rather late in the day. All friendly and official relations have been severed with the Soviet organisations of trade unions. The action is all the more noteworthy because Congress formally and impressively condemned the Minority Movement here, composed for the most part of Communists who are mere hirelings of Moscow, and therefore these gentry have suffered a severe defeat. It is fairly clear that British trade unionists are sick and tired of extremists, who have been mainly responsible for our industrial troubles for years past. They have been disowned by the Trades Union Congress, but much still remains to be done. For anything they will have to be cleared out of the local trades councils, where they have dug themselves in, and it will not be an easy matter to get rid of them.
A fact to bear in mind is that the decision to break with the Soviet was taken by the Congress after a series of speeches that were remarkable for their moderation. The vote was the deliberate expression of opinion of organized Labour in Great Britain recorded by the delegates acting under orders from the rank and file of the trade unions.—H.B.

DIARY OF EVENTS.

To-day.
Anniversary of the Proclamation of the Republic of Portugal.
Cricket: Garrison v. 15th Brigade, H.K.C.C. ground, 11 a.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; and Lane, Crawford's Restaurant, 5-7 p.m.
Ladies Recreation Club Tennis entries close.
Rugby: H.K. Rugby Club v. 2nd Scots Guards, Happy Valley, 5.15 p.m.
H.K. Football League:—Division 1: R.A.F. v. Scots Guards; Police v. South China A.A.
Championship Swimming Races at V.R.C., 5 p.m.
Hockey: Club 1st XI v. H.K.S. R.A. (U.S.R.C. ground), 5 p.m.
Fanning Hunt Meeting, H.K. Jockey Club Room, 5.30 p.m.
Royal Hong Kong Yacht Club Extraordinary General Meeting, 6 p.m.
Ping Pong League: T. Institute v. W.Y. College (C.C.Y.M.S.).
St. Peter's Church Young Men's Club Whist Drive, Cathedral Hall, 8.30 p.m.
Queen's Theatre: "The Love of Sunya."
World Theatre: "Jealousy."
Star Theatre: "Time the Comedian."
Principal Mails:—Outward: Canada, America, etc., Europe via Vancouver, B.C., and via Siberia (Empress of Canada), 10 a.m.; Europe via Marseilles, etc. (Hector), 10.30 a.m.
Thursday.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; and Lane, Crawford's Restaurant, 5-7 p.m.
Polo Interpol Match: Shanghai v. Hong Kong, Causeway Bay, 4 p.m.
Steel and Coulson's Billiard League: Police v. R.A. Warders v. Queen's; Revenue v. D.R.C.; Garrison Sergts. Mens v. Northants; St. Patrick's Club v. R.E. and R. Signals.
After dinner dance at Lee Gardens.
Queen's Theatre: "The Love of Sunya."
World Theatre: "The Splendid Crime."
Star Theatre: "They Like 'em Rough."
Friday.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; and Lane, Crawford's Restaurant, 5-7 p.m.
Hockey: Club "A" v. Club de Recreo, King's Park, 5.15 p.m.
Ping Pong League: Hop Ying Club v. Hong Kong University (C.C.Y.M.S.).
Entries close for Macao 4th Extra Race meeting, 8 p.m.
Queen's Theatre: "The Love of Sunya."
World Theatre: "The Splendid Crime."
Star Theatre: "They Like 'em Rough."
Principal Mails:—Outward: Europe via Siberia (Sechen), 5 p.m.
Saturday.
Golf: Autumn Meeting.
6th Extra Race Meeting Hong Kong Jockey Club, Happy Valley.
Cricket: H.K.C.C. v. Army; Navy v. H.K.C.C. 2nd XI; C.B.C.C. v. Northants; Chinese R.C. v. C.E.C.C. 2nd XI.
Yachting: Week-end Cruise.
H.K. Football League:—Division 1: R.A.F. v. Chinese Ath. Club v. Kowloon; S.C.A.A. v. Recreo; K.O.S.B. v. R.A.; Police v. Scots Guards; Division II: "A": St. Joseph's v. Recreo; Kowloon v. Club; S.C.A.A. "A" v. K.O.S.B.; University v. R.A.; Chinese Ath. v. S.C.A.A. "B"; Division II: "B": Boy Scouts v. S.C.A.A. "A"; Chinese Athletic v. St. Joseph's; South China "B" v. Kowloon; Moslems v. Kung Woo.
Charity Bazaar of the Chinese Sisters of the Precious Blood, Catholic Young Men's Club, 16 Caine Road.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; and Lane, Crawford's Restaurant, 5-7 p.m.
Dinner Dansant at King Edward Hotel.
Interpol Polo Dinner, Hong Kong Hotel.
Queen's Theatre: "The Love of Sunya."
World Theatre: "The Splendid Crime."
Star Theatre: "They Like 'em Rough."

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A PEER'S CLAIM.

FORTUNE ROMANCE OF WOMAN LUNATIC.

The Daily Express understands that Viscount Bangor, of Castle Ward Co., Down, Ireland, has become one of the petitioners to the Crown in the claim to a fortune estimated at £2,500,000, left by Maria l'Epine, a certified lunatic, who died in 1793.

The petition has been set down for hearing as the first case to come before Mr. Justice Romer, in the Chancery Court, on the resumption of the sittings of the Law Courts in October. It was originally presented by Miss Amy Mason, of Wells-street, Oxford-street, W., and Lord Bangor has only just joined the band of petitioners on the discovery that he is related to Miss Mason.

Maria l'Epine left a fortune of £250,000 on her death. This sum is estimated with compound interest, now to be worth £2,500,000. The original estate was administered by the Lord Chancellor, as the legal guardian of all persons of unsound mind.

"No Heirs-at-Law."

The Crown asserted, at the time of her death, that she was an illegitimate child, and as such possessed of no heirs-at-law. As she was, moreover, a lunatic, she was unable to make a will, and the estate became, accordingly, escheat to the Crown.

King George III., on obtaining possession of the funds, made them over to Admiral Lord Howe in recognition of his distinguished services with the Fleet, and on condition that Lord Howe gave him an indemnity that they should be restored, should a claimant ever sustain a right to them.

The present petitioners now ask that the court shall order the funds to be so restored.

Their claim is based on the romantic assertion that Maria was not illegitimate, and that her parents were, in fact, secretly married before her birth.

Patient search in the parish registers of almost every church in London has gone on for years, and the claimants have at length discovered an entry in the register of St. Martin-in-the-Fields, which records the marriage of Robert l'Epine with Mary Jennie Eccles, the parents of Maria.

Multitude Of Claims.

There was no other issue of the marriage, and the claimants assert that Maria's aunt was her next of kin. All the living heirs of the aunt, who include Lord Bangor, have united in the petition.

Since the action was entered, however, officials at the Law Courts have been swamped with inquiries from persons who also claim to be the heirs to the property.

The latest claimants come from all parts of the world, and include a business man in Los Angeles and a shopgirl employed in a Knightsbridge store.

The point at issue, supposing the claim to be sustained, is whether the Statute of Limitations will operate in cases of escheat. So far as it is at present known, no decision exists on this point.

There are no descendants of the Lord Howe to whom the money was granted, and thus, if the petition is successful, the Treasury will be responsible for the payment of the money.

L'Epine, the father of Maria, was a Huguenot refugee from France, who made a fortune from a weaving business which he established in the neighbourhood of Spitalgate.

LEANING TOWER OF PISA.

TILT INCREASING BUT SAFE FOR PRESENT.

The vexed question of whether the leaning tower of Pisa, alarms about the stability of which have been periodically raised during the last 20 years, really threatens to fall has been definitely solved by a special commission appointed to report on the matter.

The commission finds that the inclination of the famous tower is increasing, but at a rate which need not for the present cause apprehension. The movement of the seventh cornice has amounted to nine millimetres (a little more than a third of an inch) in the last nine years.

As no immediate danger threatens the tower, the commission recommends further studies before adopting any plan to check a greater increase in the inclination, lest tampering with the foundation should do more harm than good.

It advises, however, an immediate drainage of the base of the tower, as the foundations were found in a rather bad condition owing to infiltration of moisture. It is interesting to note that the first accurate measurements of the leaning tower were made in 1817 by two Englishmen, Mr. Cresy and Mr. Taylor. Their calculations were used as a basis for all subsequent measurements in the inclination.

FLYING IN GERMANY.

A VISIT TO EUROPE'S "GREAT CENTRAL."

A huge level field, an open-air restaurant with hundreds of tables all ready laid for coffee, miniature aluminium aeroplanes quivering in the breeze—that is what strikes the visitor first at Tempelhof, Germany's greatest air port.

And to warn passengers as they arrive that they are really in the German capital the word Berlin is cut out in big letters on the grass.

Flying to-day is one of Germany's most flourishing new industries, and everyone, says a writer in the Weekly Scotsman, is interested in it.

Of course, when a Chamberlain arrives from another world they go flying mad, but even in ordinary times they have an interest in it which only a peasant at Hendon or a special week at some seaside town arouses in Great Britain.

And they are encouraged to take this interest and for the Berliner at any rate, the way is smooth. The flying ground is well inside the city. He can sit and drink his glass of beer while he watches the flying and now a special station is being built on the Underground to land him and his wife right at the door of the aerodrome.

Aeroplanes Of All Sorts.

I had an opportunity recently of going all over the aerodrome and of inspecting under the guidance of one of the Lufthansa experts the equipment of what is undoubtedly Europe's "Great Central" flying station.

Here are aeroplanes of all sorts and sizes, the small one which takes you on a half hour's cruise round the city, the liner which takes you to London or Moscow, the private plane which rushes off with the early editions of the afternoon papers, and the "taxi" which you can hire for your own use.

The new station buildings were opened with a great flourish of trumpets some time ago, and building is still going on.

When everything is finished there will be a hotel with accommodation for forty people, and an additional restaurant with a terrace capable of holding eight hundred.

Already a post office with pneumatic equipment allows letters to be posted right up to the moment when the air liners leave.

Every day eighteen planes leave the station and another eighteen arrive, for the work of the station goes on day and night.

Strict punctuality is maintained in regard to the times of departure, and though the same cannot yet be guaranteed in regard to times of arrival, it is seldom that the planes are more than a few minutes late.

A Ship's Equipment.

New planes are constantly appearing, and this summer the Rohrbach all-metal *Rover* has been built to maintain a regular service over the North Sea from Hamburg to London.

It carries ten passengers and has a speed of about 150 miles an hour.

The body is furnished with watertight compartments and carries a regular ship's equipment, including anchors and life-belts, so that if its motors should ever go out of action a sail can be set and the plane brought to land.

(Continued on next Column.)

CHINA'S TRADE IN 1926.

SURPRISING INCREASE IN FACE OF ALL OBSTACLES.

When one considers the numerous obstacles in the way of trade expansion in China during the year 1926, the Customs collection revealed by the annual report of Mr. de Luca, Statistical Secretary of the Inspectorate General, is truly surprising.

Trade suffered from civil warfare, boycotts and brigandage to a tremendous degree, yet there was such an active movement of goods that the Customs revenue (Hk. Tls. 78,122,273) exceeded that of the previous year, only the latter half of which was disturbed by Hk. Tls. 8,252,273, and that of 1924, which was a comparatively peaceful year, by Hk. Tls. 8,527,145.

In the course of some general observations, Mr. de Luca describes the year's results as "an unexpected and, so far as the Customs revenue is concerned, a pleasant surprise." Transportation to and from the interior was at all times difficult, often impossible; production was frequently interfered with by labour trouble; and heavy taxation and high costs forced up prices to a point that rendered native labour unpopular. As far as export trade was concerned, the heavy fall in silver exchange helped to equalise matters with regard to prices, while import trade was ever encouraged by a manifest desire to buy and by many inquiries coming forward at every turn in the storm, and at every possibility of sending goods into the interior.

There resulted a great amount of speculative importation, and if by the end of the year the markets at distributing centres were overflowing with undelivered and undeliverable merchandise, it could be no matter for surprise.

NOMAD THIEVES.

FRENCH TROOPS' ROUND UP IN WEST AFRICA.

GANG CUT TO PIECES.

A formidable gang of nomad thieves has just been cut to pieces in Mauretania (French West Africa) by French troops and partisans, at the end of a 600 mile plundering expedition marked throughout its course by burnt homesteads, murdered natives, and stolen flocks and herds.

The band used as its base the thinly-peopled Spanish territory of Rio del Oro, and its general practice was to make raids of varying length in French territory and retire before help could be summoned or a counter-attack organised. One of the leaders of the band Ould Lajrab was wanted by the police for the assassination of a number of commercial pilots of the Late-coerc line, while another was Mahomed Mamoun, an escaped prisoner.

Among the exploits of the band during its last raid was an attack on the French military post of St. Etienne, followed shortly afterwards by an attack on a friendly tribe about 150 miles north of St. Louis. Three hundred camels and many captives were taken.

Fertile Of Success.

Success made the bandits careless, and instead of hurrying home they were unwary enough to pitch camp on French soil. They were attacked by the Emir of Trarza, who had suffered at their hands. They hurriedly fled northward along the coast leaving much of their booty behind with the Emir in pursuit, gathering reinforcements from other tribes who had been robbed, as he went.

In the course of their flight the bandits massacred the crew of a Spanish fishing boat which had put in at Cap Timiris for fresh water, but their end was near. The Emir with his increased forces suddenly came upon them. In a fierce fight which followed two of the robber chiefs were killed with many of their followers, while the rest fled in disorder.

An incident then occurred to remind us that this is a tale of the Twentieth Century and not the Middle Ages. French troops were warned by wireless of what had happened, and a detachment was dispatched to cover the bandits' retreat. Nearly all of them were captured, a few stragglers only succeeding in escaping to Mount Ibi, thirty miles south of Atar.

The largest aeroplane in Germany is the Junker G31 all-metal triple engine passenger and freight plane to give its full name.

It will probably be adopted by the Lufthansa, which operates all the German airways, for it is one of the principles of the company to use every type of aircraft which proves itself satisfactory.

The new plane can carry fuel for 621 miles at an average speed of 114 miles an hour, and is equipped with engines capable of developing 1,200 horse-power.

It has three passenger cabins apart altogether from the freight and baggage compartments and will carry fifteen passengers.

AT THE QUEEN'S

WEDNESDAY
TO
SATURDAY

At 2.30, 5.10, 7.15
& 9.20.

Increased
Prices.



GLORIA SWANSON

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The LOVE of SUNYA

PRODUCED BY GLORIA SWANSON HERSELF AS HER FIRST
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The comedy of a jealous husband—

JEALOUSY

An interesting German film with a clever plot and effective settings.

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CONTINUOUS FROM 2.30 TO 11.15

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THE
COMEDIAN

The drama of a beautiful woman who laughed at Time only to find that time laughs last.

After a warm and tiring day—there is nothing so refreshing as

OUR TOILET EAU DE COLOGNE.

Very Special Offer \$1.25 per large bottle.

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Well dressed men wear Scott's Hats because of their quiet distinction, perfection of fitting, and refinement of details.

NEWEST STYLES AND COLOURS

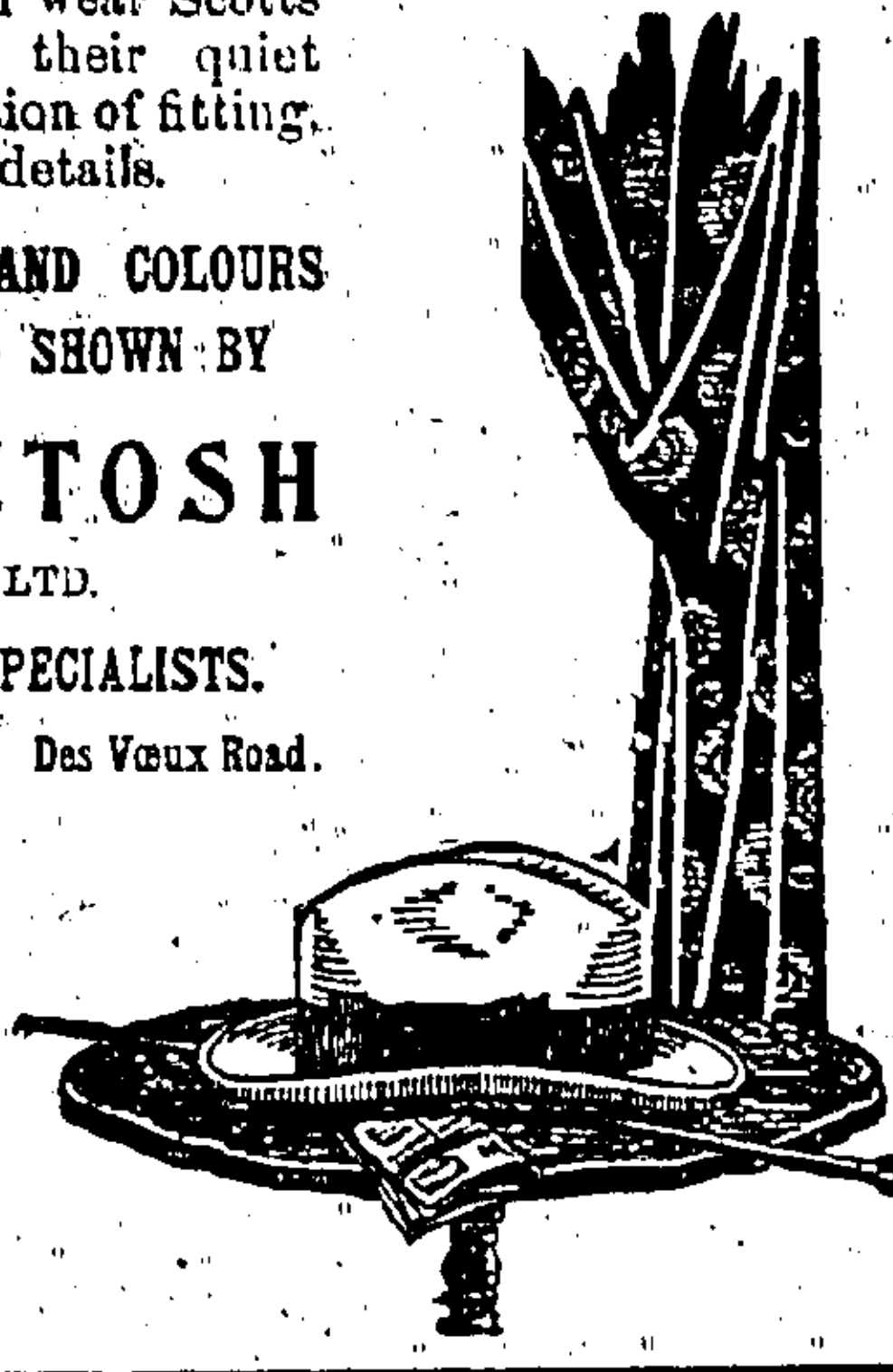
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Distinctive Style. Best Quality Felt.

Owing to the exceptionally large orders we are able to place with the above manufacturers we receive special rates and are thus able to offer to our Customers in Hong Kong the best quality hats at low prices.

NEW STYLES AND COLOURS NOW DISPLAYED.

PRICES FROM \$10.00.

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WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG.

WING ON CHANDLERY CASE.

QUESTIONS REGARDING RECEIPTS.

BIG TURN-OVER BUT SMALL PROFIT.

THE OFFER ALLEGED TO HAVE BEEN MADE TO DEFENDANT.

Some side lights were thrown upon the working of the chandlery department of Wing On & Co. yesterday, when the case of alleged conspiracy against the former sub-manager of that department was continued before Mr. R. E. Lindsell at the Central Magistracy. It was stated that in spite of the big turn-over of \$190,000 a year, the net profit was only \$3,000.

As already reported F. Chan, formerly the sub-manager of the chandlery department, is charged with having conspired with others to injure the Wing On Company by filing away a remunerative contract. Defendant is also charged with having induced other employees in the same department to terminate their services with the Company. It is alleged that Chan, having started business on his own account, increased the prices quoted by Wing On, and submitted lower quotations in his own firm's name, and so took business away from the Wing On Co.

Defendant is represented by Mr. M. K. Lo, and the case for the prosecution is being conducted by Mr. F. C. Jenkin, instructed by Mr. E. Davidson, of Messrs. Hastings, Denny & Bowley.

At yesterday's hearing Mr. Lo cross-examined a witness called by the prosecution at considerable length with regard to the Wing On Company's practice of issuing receipts and bills, and elicited the information that the Company always gave a separate receipt for every payment, the counterfoils of such receipts being kept by the Company for reference.

Mr. Lo then produced a set of bills issued by the Wing On Company, the payments for which were covered by separate receipts. The bills were received with a chop of the Company and a five-cent receipt stamp. Witness replied that he would not call them "proper receipts"; if his Company had not given separate receipts, it was obvious that the usual procedure had not been complied with.

Mr. Lo: Do you deny that Yung has in fact been giving receipts like these for the last two years? The counterfoils showed that Yung did issue formal receipts, and had not taken them to the General Office for signature.

Mr. Lo: Do you agree with me that the counterfoils you have relate to business done over a year ago?—They covered the last two years.

Mr. Lindsell: Can you say whether or not he has issued any separate formal receipt this year?—No, this year he has only receipted the bill and has done so without our knowledge.

Mr. Lo: When a sum of money is received, what is done with it? Didn't Yung take the change and the bill for which the money is paid to the general office for entry?—Yes, with the department book but not necessarily with the bill.

Mr. Lo: Do you deliberately want the Court to believe that the Company did not know that no formal receipt had been issued for this year covering the \$130,000 business done?—I do not know that.

Mr. Lo: Then the \$130,000 received this year has only been receipted on the bills?—Yes.

At this stage Mr. Lo pointed out to the Magistrate that there were many Wing On's employees in Court and as he did not know who the prosecution were calling as witnesses, he asked his Worship to order them from the Court. Mr. Phillip Gokchun, the general manager of the Company, was in Court, and his Worship ordered him to leave.

Mr. Lindsell then asked Mr. Lo if he could prove that the price list sent out in July was the true one issued by the Wing On. Mr. Lo replied that he could.

(Continued on next Column.)

ESCAPE FROM PIRACY.

BRITISH GUNBOAT ARRIVES IN TIME.

EXPERIENCE OF THE "SHING ON."

The s.s. *Shing On*, a steamer plying on the Hong Kong-Wuchow run had a narrow escape from being pirated on her last trip from this port to Wuchow.

The *Shing On* does not carry passengers, but when the vessel left Samshui there was on board an old Chinese lady, believed to be the mother of the owner of the *Shing On*, and it may be that the pirates intended to kidnap her and hold her for ransom.

Arriving at Unkotsui in darkness, a band of pirates, carrying lighted torches and brandishing rifles were seen to be preparing to attack the steamer. The *Shing On* endeavoured to escape and two launches came in pursuit, while the pirates ran along the banks demanding that the *Shing On* be stopped.

It would have gone hard with her but fortunately a British gunboat hove into sight and without more ado, both pirate launches, and the pirates on the banks hurriedly made themselves scarce.

The details of this escape are given prominently in the vernacular Press for the crew of the *Shing On* are emphatic that had not the gunboat arrived—the opportune moment they would certainly have fallen into the pirates' hands.

In reply to further questions put to him by Mr. Lo, witness said that Yung had been with the Company for fifteen years. He was a brother-in-law to the managing-director. He also said that out of the turn-over of \$190,000, a gross profit of \$15,000 was made, and after deducting working expenses, the Company only profited to the extent of \$3,000.

Mr. Lo: Is it true that Yung was actually instructed by Mr. Phillip Gokchun in April, 1927, to increase the price in view of the net profit being so small?—No, he was not.

Mr. Lo: Would you have taken the defendant back with open arms if he had been willing to return to the Wing On Company?—Yes, before we knew of the tricks he had played.

Mr. Lo: When did you, for the first time, know of the tricks he had played?—Not until August 7th, when the price list was found in his drawer.

Mr. Lo: After you had found out his tricks, did you then say he was a criminal and should not be treated civilly?—No, I laid the matter before our solicitor, and after talking things over with a barrister, we knew that he had committed a crime.

Mr. Lo: Then what you mean is that whether or not the Wing On considered the defendant a scoundrel depended on legal opinion?—We do not know the law, so we had to get legal opinion.

Witness admitted asking his solicitor to make an offer to the defendant to give up his business and rejoin the Company again. If he did so, it was agreed no steps would be taken against him and any damage which the Company had sustained would not be claimed from the defendant. This offer was not to condone that which the defendant had done, but it was the quickest way to clear the damages caused to the Company.

Mr. Lo: Then up to September 1st, there was no suggestion of a criminal prosecution for conspiracy?—No.

Mr. Lo: I put it to you that the whole idea of this prosecution was blackmail against the defendant?—Our Company would not do such a thing.

Mr. Lo: I suggest to you that this is persecution and not prosecution?—No.

Mr. Lo then drew his Worship's attention to the amended charge which read that defendant and other persons unknown did conspire, etc. He submitted that particulars of the other persons had to be given.

Mr. Lindsell: How can you give particulars when the other persons are unknown?

After further argument, the Magistrate said that he would note Mr. Lo's objection, meanwhile asking Mr. Jenkin to look up the authority on this point.

(Continued on next Column.)

A BOURNEMOUTH TRAGEDY.

SOLUTION AFTER MANY DAYS.

REPRIEVE MYSTERY RECALLED.

BOURNEMOUTH. A murderer who was sentenced to death in London in 1919 for shooting his sister-in-law, reprieved on the eve of his execution, released from Dartmoor Prison in June this year, and two months later found dead in a bathing costume in the sea near Bournemouth—such are the main tragic incidents in an unprecedented drama of life and death which has just been disclosed, and which has no equal in the annals of English criminal history.

The murderer's name is Arthur Pank. He was a man of imposing stature and of great physical strength, and when he committed the crime of which he was found guilty at the Old Bailey he was a sergeant in the Military Foot Police home on leave from India.

He was thirty-six years old, unmarried, and lived in Marden-road, Bournemouth. He wore the long service and good conduct medal.

"I Have Shot A Woman." Arthur Pank had two brothers with whom he was on terms of great friendship. One of them, George William Pank, married a woman named Beatrice Downes, and they lived happily together in Sunfield-road, Tottenham.

On the evening of April 2nd, 1919, Arthur Pank went up to a police station in Tottenham. "I have just shot a woman," he said quite coolly, and producing a revolver and five cartridges he added, "You had better take charge of these."

The policeman took Pank to the police station, and Divisional Detective Inspector Davis—who has since retired on a pension—immediately went to the address given by Pank. There, in a bedroom on the first floor, he saw the dead body of Mrs. George Pank, who was still known by her maiden name of Downes. She was lying on a bed fully dressed and had been shot through the head.

There was no doubt about the facts of the murder. Arthur Pank had gone to the house and shot his sister-in-law in cold blood. His explanation was that while they were in the house alone she had made a suggestion to him which had so angered him that he shot her dead with his revolver in order, as he afterwards said, to save the honour of his brother.

His trial for murder came on at the Old Bailey on May 1st, 1919, before Mr. Justice Darling (now Lord Darling), and the defence was a plea of insanity. One of the witnesses he called was Dr. Hickson, medical officer at Brixton Prison, who declared that the prisoner realised the seriousness of his crime, but considered that the conduct of his sister-in-law was so gross that he was justified in shooting her dead in defence of his brother's honour.

Mr. Justice Darling, in his summing up to the jury, said the real point was whether Pank knew the nature and quality of his act at the time he committed the murder, and he thought all the evidence went to show that the defence of insanity had failed.

The jury adopted this view, returned a verdict of guilty, and a sentence of death was passed in the usual form.

Sentence Commuted. For some unexplained reason Arthur Pank was not hanged. The date of his execution was fixed, but the Home Secretary, after reviewing all the circumstances of the case, decided to advise His Majesty to commute the sentence to one of penal servitude for life.

In the case of murderers who are declared to be sane this usually means release at the end of not less than twenty years, but insane murderers are usually confined at Broadmoor for the remainder of their lives.

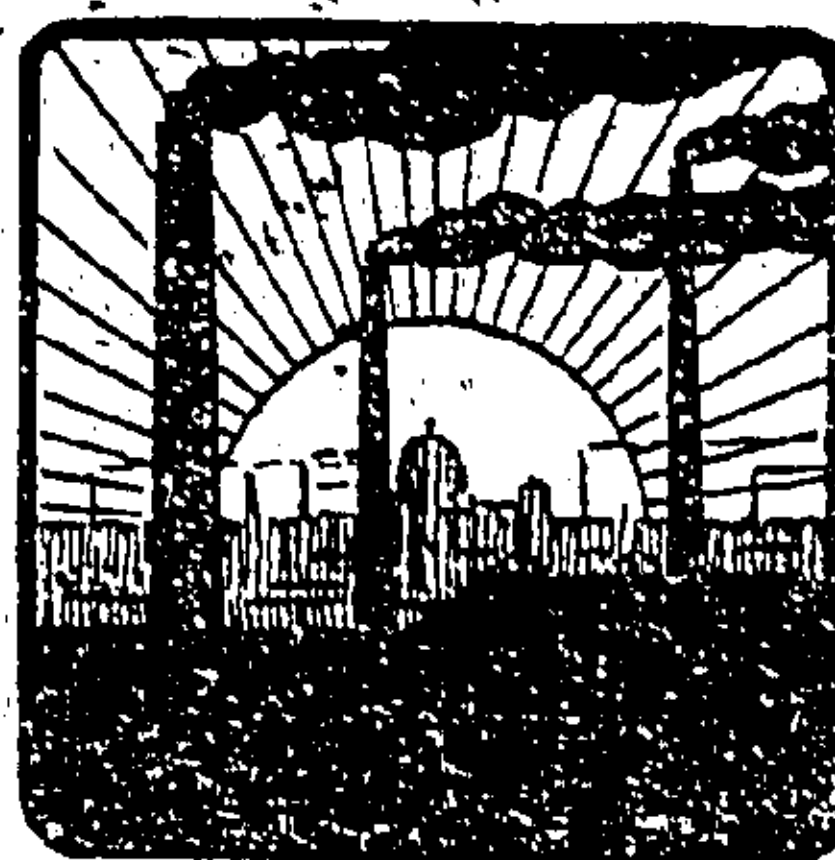
Arthur Pank had been declared to be sane, and in course of time he was removed from Broadmoor to Dartmoor, where, of course, he was treated like all convicts of his class. He remained there until May 1926, when the Home Secretary decided that Pank had suffered long enough for the murder he had committed, and he was released, and released him on tickets of leave.

Pank went to live with one of his brothers, but later he thought it would be better if he lived with the brother whose wife he had murdered, and in June last he went to reside with George William Pank, who had married again and lived in South London.

(Continued on next Column.)

KAIPING COAL

FOR HOME, FACTORY, & POWER HOUSE



HOME, FACTORY AND BUNKERS

POWER HOUSE, TUGS & LOCOS.

THE KAILAN MINING ADMINISTRATION

DODWELL & CO., LTD., Agents, Hong Kong.

A SKIPPER'S DIFFICULTY.

HOW TO DEAL WITH PIG COOLIES.

MARINE MAGISTRATE'S ADVICE.

How to deal with pig coolies so that they do not contravene the Ordinance governing the carrying of passengers has been the problem of ship masters whose vessels ply between here and Hoihow, Kwang Chow Wan and other adjacent ports. In a case which came up before Comdr. G. F. Hole, R.N., at the Marine Court yesterday morning, a solution was put forward by the Magistrate, which, if acted upon, would go far to prevent many law-suits.

The case concerned Mr. C. H. Spland, master of the s.s. *Devawongse*, who was summoned for carrying more than the twelve passengers permitted by his licence. When the case was first heard on September 17th, Mr. G. S. Hughes, for the defence, argued that the additional men on board were not passengers; they were pig coolies who accompanied their shipments of pigs to the Colony. The case was then adjourned in order that the question might be argued whether a pig coolie could be considered as a passenger.

When the case was resumed yesterday, Mr. Hughes intimated that he would not go on with the defence, but would leave the matter in the hands of the Magistrate.

His Worship, in finding the defendant guilty, said that he had considered the case very closely and realized the difficulty which confronted the ship master. He admitted that pig and cattle coolies were essential to the working of the vessel and said that he was fully cognizant of the fact that there was no means of signing the coolies on as part of the crew at the other end of the run. In view of this he advised all ship masters to sign the men on themselves. If this were done, it would go a long way towards establishing the bona fides of the master concerned that he was not carrying the men as passengers.

In view of the difficult position, he discharged the defendant with a caution.

Two days later a labourer named Turner was walking along the beach between Branksome Chine and Canford Cliffs when he saw the body of a man, dressed in a bathing suit, floating in about a foot of water. Turner waded in, pulled the body out of the water, and sent for the police. A suit of clothes, a bowler hat, a pair of socks, a handkerchief with the initials "A. P." in the corner, a macintosh, a white collar marked "A. Pank," a grey shirt and tie, a leather wallet containing two 10s. notes and some cash, and a watch were found on the beach, and they evidently were the property of the dead man.

Every effort to trace the identity of the man was made by the police, but nobody came forward to recognize him. The inquest was held on the body of a man unknown, a verdict of "Found drowned" was returned, and still the mystery of the man's identity was unsolved.

Dr. Olney, who examined the body, said the man was about fifty years of age, and his height six feet. Death, he said, was due to asphyxia by drowning.

Laundry Mark.

It looked for a time as though the dead man would be buried in a pauper's grave without a name, but just as the police were giving up all hope of the mystery being solved they found a laundry mark which caused them to make inquiries in South London for some one of the name of Pank.

The brother, living in South London, all unconscious of the tragedy at Bournemouth, was found, and he was invited to view the body. He at once went by train to Bournemouth, and as soon as the dead man's face was uncovered he recognized it beyond all doubt as that of the man who had committed the murder to save his brother's honour.

ENGLISH TOBACCO HARVEST.

HAMPSHIRE CROP COMING ON WELL.

Farm workers have been busy in the fields near the little Hampshire village of Church Crookham taking up a harvest which has its counterpart in only one other English county.

The crop was tobacco, which has been cultivated with increasing success in recent years in this district. Experiments which have been in progress since 1917, when tobacco growing was allowed in England for the first time for more than 250 years, have shown conclusively that the climate and certain soils in the South are favourable to the culture of the plant.

A substantial part of the Hampshire crop is used on its own merits for brands of cigarettes and pipe tobacco which are becoming well known.

Hampshire leaf, too, is being tried with satisfactory results as a filler for a British-made cigar.

Mr. A. J. Brandon has had 20 acres under tobacco this year, and he expects an average yield of disposable dried leaf of 650 lb. an acre. If the demand should continue to grow, the crop could be increased, and its cultivation and handling would provide employment for a considerable number of workers.

Capable of Development. Millions of pounds of tobacco are imported into England every year, and as the English-grown leaf is in any case valuable for blending, and is subject to a duty only of 7d. a lb., as compared with a duty of 8s. 10d. on stripped tobacco from America, the industry is capable of development.

The tobacco now being cut is of the Samson and Bury varieties, a Turkish type used for cigarettes. This is cured rapidly in chambers heated by steam pipes. Blue Pryor and Golden Queen, which are American types with much larger and broader leaves, are harvested later and are cured in a great drying shed some 250 ft. long. The leaves holding the cut plants are hung from racks in five tiers, and when the shed is filled, fires of oak logs are started in holes dug in the ground.

Curing is an important art, and oak logs have been found to give the best results. The process occupies about six weeks, and is followed in October by the stripping of the leaves from the stalks by girls in a rehandling shed.

The tobacco is then graded, the leaves are made up in bundles, freshly moistened with steam, and packed into drums for removal to bond until they are required by the manufacturers.

Tobacco improves by keeping, and last year's crop has still to reach the smoker. When the packing is done excise officials are in attendance, and the weight of leaf in the drums is closely checked.

NOVEL ATTEMPT TO CROSS THE ATLANTIC.

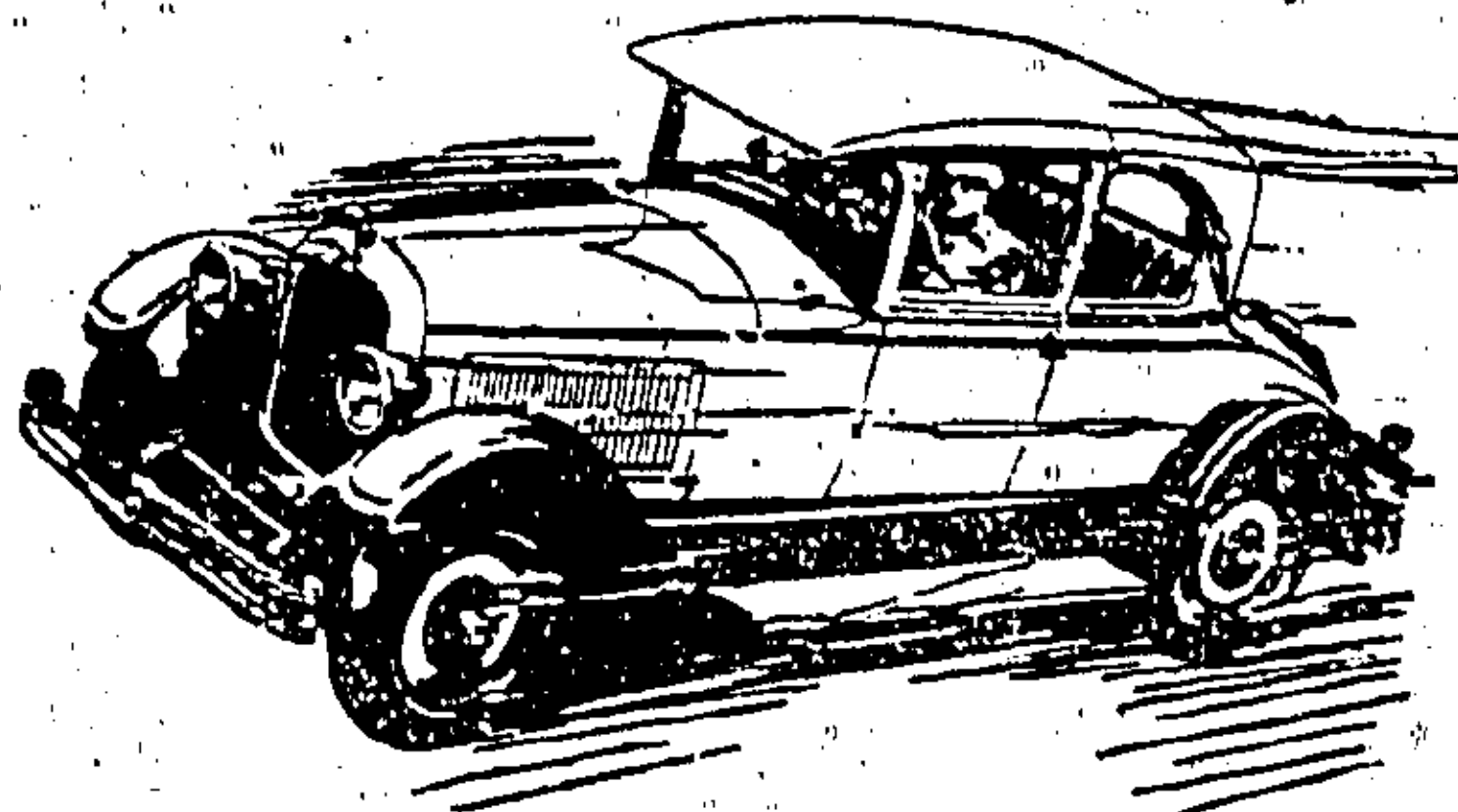
A COMPANION WANTED.

LONDON. In a tiny, submarine-like steel vessel of his own construction, built during his spare time, Wm. Oldham, of Warrington, Lancashire, proposes to set out shortly on an adventurous voyage from Dover to New York. The boat is only 12 feet long, with a beam of 3 feet, will be propelled by a navigator with a pedal mechanism much like cycles operating the two-bladed propeller.

A "windmill" geared to the shaft will relieve him when the wind is fair. Two persons can be accommodated, although there won't be full length sleeping quarters. There are six water-tight compartments and four gun metal windows. Oldham will be able to "bathe himself down when the weather is bad and keep a lookout from a small "conning tower." He has estimated that the trip will occupy 40 days, and he is desirous of finding some one "to share the hazards with him."



5,000 MILES
in less than
5,000 MINUTES



THE STUDEBAKER COMMANDER.

A Wonderful Demonstration!

Immediately after the 5,000 miles had been run, the same car was driven several times round the track at 70 miles per hour.

Other Models are Equally Good. All are Reasonably Priced.

NETT CASH PRICES, DELIVERED IN HONG KONG.

COMMANDER			DIRECTOR		
H.P. 36.04 R.A.C.—120" WHEEL BASE			H.P. 27.34 R.A.C.—113" WHEEL BASE		
Sports Roadster	4 seater	G\$1,845	Custom Tourer	5 seater	G\$1,480
Custom Coupe	2 seater	1,275	Sports Roadster	4 seater	1,455
Custom Victoria	4 seater	1,275	Imperial Phaeton	7 seater	1,480
Custom Sedan	5 seater	1,275	Custom Tourer	7 seater	1,530
Regal Coupe	4 seater	1,205	Custom Coupe	2 seater	1,275
Regal Victoria	4 seater	1,205	Custom Sedan	5 seater	1,275
Regal Sedan	5 seater	1,205	Custom Victoria	4 seater	1,275
			Custom Victoria	4 seater	1,275
			Custom Sedan	5 seater	1,275
ERSKINE			PRESIDENT		
H.P. 16.54 R.A.C.—107" WHEEL BASE			H.P. 36.04 R.A.C.—127" WHEEL BASE		
Tourer	7 seater	G\$1,150	Custom Tourer	7 seater	G\$2,200
Sports Roadster	4 seater	1,200	Custom Sedan	7 seater	2,435
Business Coupe	4 seater	1,200	Custom Limousine	7 seater	2,700
Custom Coupe	4 seater	1,200			
Custom Sedan	5 seater	1,250			

All Erskines with wire wheels.

All prices include 4 wheel brakes spare wheel, tire and tube, windshield wiper, handmirror, bumpers, extra horn, tools, etc., etc.

THE HONG KONG HOTEL GARAGE

25, Queen's Road, Central.

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

Yes, Mr. I want to buy a Motor Car but I will wait for the New Ford.—Yes, your cars are all right, but the New Ford **MUST BE** A Wonder or Harper would not have ordered One Hundred.

No, no use talking; I will wait as I understand that I Can Order without deposit, so there is no risk on my part. Anyway I will first see

ANDREW HARPER

AUTHORIZED DEALER.

LINCOLN **Ford** FORDSON
CARS · TRUCKS · TRACTORS

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MOTURING NOTES

(CONT'D.)

THE £100 CAR?

THE DOOR TO A GREAT NEW MARKET.

FEATURES THE DESIGNER SHOULD ADOPT.

[BY JOHN PRIOLEAU.]

What has become of the Hundred Pound Motor Car? I do not ask the question specifically about the two examples which were shown at Olympia last year, but about that elusive vehicle in general. Of the two efforts to meet the demand for a car costing no more than a hundred sovereigns there is nothing to be said except to regret that so far neither of them have materialised.

I had the luck—for it was an interesting experience—to drive one of them shortly after the Motor Show, and so I know that at least one example of that design was to be met with on the road. Of the other I know nothing, except that it was the "gesture" of a famous engineering firm, and that its design probably did not appeal to the general motoring public.

The Extra £50.

It must be tempting work, designing a £100 car for 1928. There are so many features which have proved themselves to be really needed in the poor man's car. The price, one hundred pounds, is not so arbitrary a figure as you might suppose, for the poor man. He can buy one or two very sound little cars now for about £150, or even a little less, and for twenty-five more he has quite an embarrassing choice.

For the man who thinks in £200 or £300 terms, the odd £50 do not seem too forbidding. They increase the price of the car he is considering by fifteen or twenty per cent. A figure of importance, I agree, but nothing compared to the 33 per cent. of the drop from £150 to £100. There are thousands of people who could pay £100 for the happiness and gain of owning a little car, but who cannot quite manage that extra fifty pounds.

Competition was never so keen as to-day, and, with makers of £400 and £500 cars cutting off a pound here and a pound there, and very properly learning the value of shillings and half-crowns in a price-list, the car which sells at £100 instead of at £140 is a car which is going to open up an entirely new market, as the old phrase goes.

Rumour-mongers.

Whether we are to see new attempts to create this market next year or not is being kept a strict secret at present. Tales are heard and lies are told; rumours flash over the country like the Spanish influenza; and apparently perfectly credible reports are handed on from one "discreet" person to another. An atmosphere is being created, but whether that atmosphere is going to be beneficial to the £100 car (if any) or not is open to doubt. If there is a stout-hearted fellow hatching his plans for that interesting machine, he is probably thinking ugly thoughts about the rumour-mongers.

Would you not like to look over his shoulder, as he labours, at the drawing-board? I would very much. Is he going to take a big chance—so big that it cannot be measured—and give his £100 car the poor man's engine, the two-cylinder air-cooled? If so, his car will be very interesting. The only air-cooled two-cylinder I know is extremely efficient and anything but cheap. Or is he going to abjure these dreams of real economy, simplicity, and efficiency, and become commercial success to his side by giving it the four-cylinder demanded by the public, and cooling it by the costly help of a radiator?

Will he give us the gear-box we know, or will it be a friction-drive or an epicyclic—or even a revival of the belt of evil memory? What a field has the courageous designer of the £100 car! And what courage he must have to face it.

If he exists, this brave man, let us hope that he is bearing in mind one vital fact, which is that to make his £100 car credible he must make it look like a car costing £175. I do not mean that the car-buying public ask too much for their money. They more they ask the better our cars will be. But there is a vast difference between giving your buyer what will satisfy him (telling him he can have no more at the money), and giving him what will certainly disgust him, plus a quantity of imitation indicators, cheap clocks, and other superfluities.

The time will undoubtedly come when the £100 car will be, in essentials if not in externals, as soundly equipped as the £200 car is now, but that time is not yet. There is, past question, a big demand for a working man's car, but it must be the real thing, and I venture the opinion that it must primarily be very simple.

Self-starters and Lighting.

Self-starters are pleasant gadgets, when they do their work, but they are absolutely unnecessary in a working man's car. The engine, whether of two, four, or six cylinders, must be fitted with a carburettor which starts up easily on the coldest morning. Such carburettors do exist, even to-day, though not in large numbers. Since the small engine of the working man's car will be easy to swing, this saving of quite a large number of pound notes will be eminently practical.

I suppose that it would be unreasonable to suggest the abolition of electric lighting in favour of a return to bottled acetylene gas. Electricity is going to do everything for us before long, I believe, and it might as well light our cars' way while it is about it. But the 1928 working man's car would cost less without it, and the money saved could be usefully spent elsewhere.

For example, I would spend the difference on tyres, choosing the reasonably-sized, thick-skinned ones in preference to the vast and thin-skinned variety. That would be an economy, I am sure. I would have the simplest form of lubrication and the most reliable form of ignition, reliability being another name for economy.

I would have a few "bits and pieces" as practical as such as I had would be only of the kind which wear out very slowly. My working man's car would very likely be homely, not to say ugly, but it would not cost much to keep working. It would not often be seen in the second-hand columns of the advertisements.

UNITED STATES SUBMARINES.

ARRIVE IN PORT YESTERDAY.

The U.S.S. Depot Ships *Beaver* and *Canopus*, accompanied by twelve submarines arrived in port yesterday between 12.30 and 1.40 from Amoy, the usual salutes being exchanged.

The parent ship bears a striking resemblance to H.M.S. *Ambrose*. The destroyer and submarine divisions of the Asiatic Fleet are preparing to leave Chinese waters for their return trip to Manila for their winter training period.

The U.S.S. *Simpson*, 30th Division destroyer, is already at Cavite undergoing a general overhaul, and the U.S.S. *Hart* is due to arrive there on the 22nd of this month.

The 16th and 17th submarine divisions, leaving Taingao, will form the vanguard of the returning fleet. They are due at Manila on October 16th, and will spend two days at Amoy and a week at Hong Kong, en route.

MOTOR TRADERS CLUB IN LONDON.

WELCOME FOR OVERSEAS VISITORS.

ENTERPRISE OF BRITISH MOTOR INDUSTRY.

Not infrequently the Britisher is accused of offering rather a cold welcome to the stranger within his gates. He is, perhaps, temperamentally less able to give an impression of heartiness than are members of certain other nations, but it does not at all follow that he is any the less anxious to do everything he can for his visitors.

In the case of the British Motor Industry, a real organised effort is being made to offer every possible kind of assistance to motor traders visiting Great Britain. With this end in view, the British Manufacturers' Section of the Society of Motor Manufacturers and Traders is establishing a centre or club for the free use of motor traders from Overseas. Suitable accommodation has been secured at 21, Northumberland Avenue, London, W.C.2. This position is, of course, extremely central and conveniently situated from the point of view of hotels, theatres, etc. It is for another and, from the point of view of Empire Trade, more important reason peculiarly suitable for this particular purpose. The premises are in a building owned by and connected with the Royal Colonial Institute, to which there is direct access by way of the Institute's newspaper room, in which are regularly displayed practically all the leading daily papers and periodicals of the British Empire Overseas. Next to the newspaper room is an equally comprehensive library of publications of all kinds dealing with all parts of the British Empire. For the rest, the Royal Colonial Institute offers all the comforts of a West End club, with the sole exception of bedroom accommodation, which, after all, having regard to its position adjacent to so many of the leading hotels, is a matter of minor importance.

Motor Trades Welcomed.

Any bona fide motor trader visiting Great Britain is entitled to honorary membership of the Overseas Motor Traders' Club. If he is qualified, that is to say, if he is of British nationality, the British Motor Industry will, immediately on his arrival, arrange for him to be put up for election by the Council of the Royal Colonial Institute without delay, paying any necessary fees on his behalf in the event of his election as a Fellow of the Institute. If and when he is elected, he can use the Institute freely. There he can lunch, dine, play billiards or bridge, meet and entertain his friends, and keep in touch with the news of his own part of the Empire through the columns of his own local papers.

The special premises provided for the members of the Club as their private preserve are open to Overseas motor traders of all nationalities. In the first instance, the premises do not need to be extensive; for the present they aim at nothing more than the provision of accommodation for motor traders from Overseas who wish to conduct business interviews, read the technical papers, write letters, make use of the telephone, or get little services rendered there, either of a business or of a social character. If, however, the Club is found to fill a really serious and considerable need, the necessary extensions will be undertaken later.

Where to Apply.

Any motor trader intending to visit Great Britain this autumn is advised to write to the Manager of the Overseas Motor Traders' Club, 21, Northumberland Avenue, London, W.C.2, stating the approximate date of his arrival. If he wishes hotel accommodation to be booked on his behalf, an exact date should be given and also a clear indication of what he is prepared to pay for his accommodation. The management of the Club will then make the necessary arrangements on his behalf, booking his room only for the shortest possible time, so that if on arrival he finds that it is not just what he requires he is in no way tied to it. Visitors who have no permanent address in London to which letters can be addressed may use the Club for this purpose. Subsequently during their stay in Great Britain all that is necessary for them to do is to keep the management of the Club informed as to their whereabouts, when all letters and other communications will be promptly forwarded to their address for the time being.

Business Facilities.

In some cases, visitors will find the Club useful for putting them into touch with the right officials of any motor manufacturers whose works they wish to visit, and for making the necessary appointments on their behalf by letter or telephone. The Club will also be available, without charge, to Overseas motor traders for the purpose of dictating letters. The services of experienced shorthand typists (Continued on next column.)

SHANGHAI MOTOR SHOW.

TO BE OPENED NEXT MONTH.

DISPLAY OF FASHIONS, FURNITURE AND FLOWERS.

Arrangements are well under way at the present time for a motor show with numerous combined features of general interest to the public, which will take place in a specially erected exhibition building at Rue Lafayette and Avenue du Roi Albert, beginning on October 28th, says the *North China Daily News*. The exhibition has been organized by Mr. H. Crawford and exhibitors of motor-cars have offered their latest models for the show are, up to the present, Mark L. Moody, Inc., Hatzelbusch Motor Co., United Motors, Huxford Motors, Neubourg Motor Service Co., Riley, Simmon's & Milne, Perget Garage, Afel, and the Dong Chong Motor-car & Cycle Co.

Besides a handsome display of motor cars, there will be numerous booths devoted to furniture and fashion displays. Messrs. Brunner, Mond & Co. will have an elaborate flower show, illustrative of the success of various types of fertilizing chemicals supplied by them. Arts & Crafts, Ltd., will display furniture, and Vanity Fair will be among the exhibitors of gowns and hats. A unique feature of the fashion show will be the exhibit of Chinese and semi-foreign gowns sponsored by the Yangkwaifong Atelier, a recently opened shop of interest to fashionable Chinese women.

Plans are being made to have the entrance to the building an erection similar in appearance to the Eiffel Tower, and 100 ft. in height. An illuminated advertising sign will appear on the top. Interior decorations will be carried out in an artistic fashion and a dance floor will be provided, with a jazz band in attendance from 4 to 7 p.m. and from 9 p.m. to 2 a.m. A bar in which all attendants will be picturesquely garbed in Circassian costumes will be another attraction of the show.

CORRECT TYRE PRESSURES

TRUST TO THE GAUGE.

Mr. H. O. D. Segrave writing to a Home paper says:

"Sir,—I have had quite a busy time in public lately, justifying motor racing on the familiar ground that it provides the engineer with much useful technical data. But if I may say a word more in defence of the profession which I am about to abandon, it is that the ordinary everyday motorist might pick up many ideas for his own comfort and convenience from some of the precautionary measures which, at higher speeds, are matters of serious importance."

One such idea is suggested by the adoption by about 95 per cent. of the motor car manufacturers, of the balloon tyre and, incidentally, the state of the roads as maintained by the few haphazard Mr. Churchill has left in the Road Fund. It is that motorists should acquire the habit of testing the pressure of their tyres once a week and seeing that all four are "kept up" to the specified pressure.

"Before I started on my run along Daytona Beach, I had my tyres tested with a gauge, because it was absolutely imperative that each should register 100-lbs. pressure. If low or unequal pressure, with its low or unequal pressure, with its adverse effect on balance and steering, is dangerous at racing speeds, it must be, at any rate, inadvisable at touring speeds."

"The bumps caused by too high a pressure are a deterrent to errors in that direction, but there is no such insistent reminder when tyres are too soft or unequal in pressure. Hence the advisability of trusting to the gauge and not guesswork. At touring speed it may not be a matter of saving your life, but it does save your tyres' life."

will be provided, without charge; thus the Overseas British trader who has, let us say, dictated some business letters in the course of a morning, can go across to the Royal Colonial Institute for his lunch and return later in the afternoon to find his letters all ready for signature, and if it is inconvenient to the visitor to return to the Club to sign his letters when they have been typed, they will be promptly forwarded to his address for signature.

The above will give a fair indication of the purposes for which this Club is being established, but necessarily does not define all the uses that may be made of it. Broadly speaking, the idea is to do everything possible to make the visitor feel at home on his arrival, and to assist him in every way in which he may require assistance during his stay.

RACING NOTES.

[By RAPIER.]

5th Extra Race Meeting.

There should be some good racing on Saturday and Monday as practically all the ponies entered will face the starter with the exception of *Lilac* which has gone lame. The Fifth Aggregate Stakes will be a very interesting race as *Sally* concedes 10 lbs. to *City Hall* (late *Gladius*). These two ponies will be the favorites. *Sally* is as fit as ever he has been and will carry a good deal of money as he is very popular with the public. Other runners I expect will be *Brigade Call*, *Beautiful Terrace*, *Macao Beauty*, *Buccarati* and *Leaf*.

Charles has been persuaded to ride again at The Valley and will have mounts on certain of The Eye ponies and *San Francisco Bay*. I have already put him down for a couple of wins and wags for the same number. The latter is of course Mr. Ho Kong's jockey. Macara, Pollock, Heidy, Stanton, Gordon, Bullock, Usher, Waller, A. W. Roza, G. U. de Roza, Tong, Chan and Sewell will all be riding so no pony need languish in the stable with so much talent available. On Saturday morning I will give my selections for the eight races on that day.

Falling Hunt.

Dr. Pierre Grove is very anxious to have a representative gathering at to-night's meeting and those interested are reminded that it takes place at 5.30 in the Hong Kong Jockey Club's Room in Chater Road.

THE MACAO MEETING.

The 4th extra race meeting, under the auspices of the International Race and Recreation Club of Macao, will be held at Macao on Saturday and Sunday, October 15th and 16th. The draft programme for the two days is as follows:—

First Day.

- 1.—The Saturday Novices Races—Furlongs.
 - 2.—The Second Selling Plate—3 Furlongs.
 - 3.—The Kiangwan Plate—Half Mile.
 - 4.—The Governor's Cup—11 Miles.
 - 5.—The Third Selling Plate—3 Furlongs.
 - 6.—The Macao Siae Plate—One Round.
 - 7.—The Matcos' Race—Half Mile.
- (Continued on next Column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP.

Twenty-nine cards were taken out in the Captain's Cup Competition at Pailing, on October 1st-3rd.

A. E. Lissaman 81-11-70
qualified.

Other scores were:

S. T. Butlin 83-14-71
H. A. Lammert 89-18-71
Capt. Bloxham 82-8-70
F. Cowherd 84-18-73
L. G. S. Dodwell 82-5-77
K. Ewart 84-15-79
G. Davidson 97-18-79

The Optional Pool Competition was cancelled owing to insufficient entries.

AMERICAN BASEBALL.

LEAGUE STANDINGS.

The following were the league standings after the games played on Friday last:—

National League.

	W.	L.	Pct.
Pittsburg	93	59	.616
St. Louis	91	61	.599
New York	90	61	.597
Chicago	83	67	.559
Cincinnati	73	77	.487
Brooklyn	63	87	.420
Boston	57	93	.380
Philadelphia	51	99	.340

American League.

	W.	L.	Pct.
New York	109	44	.711
Philadelphia	89	62	.590
Washington	81	67	.556
Detroit	81	68	.541
Chicago	68	82	.448
Cleveland	64	85	.429
St. Louis	57	91	.386
Boston	51	101	.346

Second Day.

- 1.—The Whang Ho Plate—7 Furlongs.
 - 2.—The Happy Valley Plate 11 Miles.
 - 3.—The Substitution Plate—11 Miles.
 - 4.—The Hong Kong Visitors' Cup—9 Furlongs.
 - 5.—The Fourth Selling Plate—Half Mile.
 - 6.—The Steamboat Company's Cup—1 Mile.
 - 7.—The Sunday Novices Race—Half Mile.
- Entries will close at 8 p.m. on Friday, October 7th.

CRICKET.

QUEEN'S REGIMENT.

"C" CO. BEAT "A" CO.

The first of the fortnightly matches between Military teams, made possible by the loan of the Kowloon C.C. ground, was played yesterday. Two companies of the Queen's Regiment were engaged and the result was a win for "C" Company over "A" Company by an innings and 43 runs.

The scores were:—

"A" Company: 1st Innings.

Pte. Woodards, b. Clarke	2
Pte. Phillips, run out	8
L/C. Baxter, b. Clarke	5
Pte. French, c. Watford, b. Bingham	5
Cpl. Budd, c. Blanchard, b. Clarke	0
Pte. Briggs, c. Blanchard, b. Clarke	1
Lieut. Elliott, b. Blanchard	1
Pte. Belton, b. Clarke	1
Pte. Churn, c. Clarke, b. Blanchard	3
L/C. Mortimer, b. Blanchard	0
Pte. Simmons, not out	0
Extras	9
Total	40

Bowling Analysis.

	O.	M.	R.	W.
Bingham	4	1	10	1
Clarke	6	1	14	5
Blanchard	23	0	8	3

"C" Company.

Pte. Clarke, b. Woodards	8
Pte. Blanchard, lb.w., b. Woodards	10
Pte. Bolt, c. Woodards, b. Baxter	30
Pte. Standen, c. Phillips, b. French	11
C.S.M. Watford, run out	4
L/C. Sharp, c. and b. Phillips	19
Capt. Bingham, run out	35
L/C. Rosendale, c. Mortimer, b. Woodards	7
Pte. Darke, b. Phillips	4
Pte. Manseil, c. Woodards, b. Phillips	4
Pte. Dodson, not out	0
Extras	17
Total	165

Bowling Analysis.

	O.	M.	R.	W.
Woodards	7	0	34	3
Phillips	6	0	47	3
French	2	0	18	1
Churn	4	0	30	0
Belton	1	0	3	0
Simmons	1	0	7	0
Baxter	4	1	12	1

"A" Company: 2nd Innings.

Budd, c. Blanchard, b. Standen	0
French, c. Blanchard, b. Bolt	0
Phillips, b. Standen	5
Woodards, b. Clarke	39
Mortimer, b. Standen	3
Baxter, c. Blanchard, b. Bolt	3
Elliott, run out	0
Simmons, b. Darke	0
Churn, c. Dodson, b. Blanchard	17
Belton, b. Clarke	1
Briggs, not out	1
Extras	3
Total	59

Bowling Analysis.

	O.	M.	R.	W.
Bolt	5	0	9	2
Standen	4	1	11	3
Sharpe	4	0	22	0
Darke	5	0	15	1
Blanchard	2	0	9	1
Clarke	0.5	0	4	2

THE LEAGUE.

SECOND-DIVISION FIXTURE

Ten teams are in the competition for the shield in the Second Division of the League, the clubs being Police Recreation Club, Hong Kong Electric Co., Royal Engineers, R.M.S. Tamar, R.A.O.C., Club de Recreio, Civil Service, the University, Kowloon C.C., and the Royal Navy. The holders (Indian R.C.) have been promoted to the First Division, while the Royal Engineers, who were formerly in the Senior Division, have been relegated to this division.

The fixtures for the season follow:—

Date	Home Team	Away Team
October 8th	H.K. Electric Co. v. Royal Engineers	
	H.M.S. Tamar v. R.A.O.C.	
October 15th	Police R.C. v. H.K. Electric Co.	
	Recreio v. Civil Service	
October 22nd	University v. Kowloon C.C.	
	Police R.C. v. R.A.O.C.	
October 29th	University v. R.A.O.C.	
	Kowloon C.C. v. Tamar	
November 5th	Police R.C. v. R.E.	
	Royal Navy v. R.A.O.C.	
November 11th	University v. Tamar	
	Police R.C. v. R.E.	
November 18th	H.K. Electric Co. v. R.A.O.C.	
	Recreio v. Police R.C.	
November 25th	Recreio v. H.K. Electric Co.	

(Continued on next Column.)

FOOTBALL.

TWO MATCHES TO-DAY.

The following games in the Hong Kong League have been arranged for to-day:—

Division I.

R.A.F. v. Scots Guards. Kick off 4.45 p.m. United Services ground at Kowloon. Referee, Mr. Brown.
H.K. Police v. South China. H.K.F.C. ground. Referee, Mr. Gilbert.

December 3rd:—
Recreio v. Royal Navy.
R.A.O.C. v. Royal Engineers.
Police R.C. v. Civil Service.
December 10th:—
Civil Service v. R.E.
December 14th:—
Royal Navy v. Royal Engineers
December 17th:—
Civil Service v. University.
H.K. Electric Co. v. Kowloon.
Police R.C. v. Royal Navy.
December 24th:—
University v. H.K. Electric Co.
December 31st:—
University v. Police R.C.
Civil Service v. Tamar.

1928.
January 7th:—
Tamar v. H.K. Electric Co.
Recreio v. Royal Engineers.
Police R.C. v. Kowloon C.C.
January 14th:—
Royal Navy v. Civil Service.
Kowloon C.C. v. R.E.
January 21st:—
University v. Royal Navy.
Recreio v. Tamar.
Civil Service v. R.A.O.C.
January 28th:—
University v. R.E.
January 29th:—
Kowloon C.C. v. R.A.O.C.
Police R.C. v. Tamar.
February 11th:—
Recreio v. R.A.O.C.
Tamar v. Royal Navy.
February 18th:—
Recreio v. University.
Civil Service v. Kowloon C.C.

THE TEAM FROM SHANGHAI.

The following have been chosen to represent Shanghai at Hong Kong in the forthcoming Interport match:—
Captain E. L. M. Barrett, J. A. Quayle, E. G. Barnes, J. A. Isaacs, L. Stokes, T. L. Rawthorne, D. W. Leach, with Dr. W. E. O'Hara and T. W. R. Wilson as probables.
The rest of the team has yet to be selected.
All the above players have represented Shanghai in previous Interport contests in Hong Kong.

HOCKEY.

Playing on the Marine ground on Monday, the 5/2nd Panjabis beat the Club de Recreio by two goals to nil.

CLUB 2ND XI. DEFEATED BY K.O.S.B.

A CLOSE GAME.

Playing at King's Park yesterday, the K.O.S.B. junior hockey team beat the Club 2nd XI. by three goals to two in a very close struggle.

The game was moderately fast and uninteresting at the commencement, but livened up considerably towards the end with the Club proving very aggressive in an endeavour to avoid defeat. Indeed, at one time, the Club would have equalised but for a nice save by Brown, the Army custodian.

Within ten minutes of the start, movements by the K.O.S.B. on the left gave them two goals through Richardson and Stanton. Shortly afterwards Todd scored for the Club. The game was scrappy until the interval with the Army men having most of the game, but there was no further score.

Owing to the late start there was hardly any interval. The Club in the second half were easily the better side and put in some extremely pretty work, the Army defence being pressed repeatedly.

In one of the Army rushes McClaren made the position safe for his side by adding the third goal. With darkness setting in, Pritchard of the Club easily netted.

The game ended with the Club one goal to the bad, but pressing vigorously.

The Army half back line showed better understanding than their opponents, playing a spoiling game and supporting the forwards among whom McClaren was prominent.

The teams were:—
Club 2nd XI:—W. J. Lockhart Smith; N. F. Nicholson, J. Gardner; J. C. Thomson, Rev. N. Evans, W. R. Greenhalgh; Whitley, Sampson, A. E. Pritchard, R. R. Todd, Novers.

K.O.S.B.:—Brown; Sergt. Barham, Creaves; Lieut. Stanton, L/C. Edgeley, Etc. Campbell; Pte. McCann, Lieut. Richardson, Lieut. McClaren, Lieut. McClain, L/C. Walker.

RUGBY.

THE CLUB v. THE SCOTS GUARDS.

The match will be played on the Happy Valley rugby football ground to-day. Kick-off, 5.15 p.m. sharp. Teams:—

Club:—F. F. Wright; A. E. Pritchard; D. M. Scott; G. F. H. Richard; G. P. Lammert; C. D. Wale; A. W. Chisholm; Batten; T. L. Foster; A. R. Cox; R. W. Lee; Lieut. Keeley; F. H. Traves; W. Beveridge; H. C. Williams and M. G. O'Connor.

2nd Batt. Scots Guards:—Corpl. Jolliffe; Gdsn. Sutcliffe, Hinchcliffe, Coulter; Gordon; Corpl. Leeke, Gdsn. McGregor; Sergt. Warr, Gdsn. Bell, McIntosh, Brown, Tait, Atkinson, Charity, Corpl. Fearnley. Reserve: Gdsn. Brown.

Referee: Commander Herbert.

POLO.

TO-MORROW'S INTERPORT.

Hong Kong's team for the Interport Polo match to be played at Causeway Bay to-morrow (Thursday) was published in Monday's *Daily Press*. The following is the Shanghai team:—

H. G. Robinson (captain). Major Gibbs, Coldstream Guards. Mr. F. S. Gibbins. Judge C. S. Franklin. Reserve: Mr. Misher. The game will be of six chukkas.

PING PONG LEAGUE.

The Chinese Athletic won their most important match by defeating the Y.M.C.A. on the evening of the 3rd inst. Thus they maintain their unbeaten record.

Singles.

The following matches were played yesterday (Tuesday):—Ng Tai Ping v. Mak Kai Hung; F. B. Grose v. Wong Lan Yiu.

Winners of these matches enter the semi-final and will meet at the University Union to-day (Wednesday) at 7.30 p.m.

Winners of the following matches will also qualify for the semi-final: Wong Tung Hoi v. Wong Lan Wai, Yeung Tak Ming v. Wong Mung Fai.

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Pres. Jackson... Wed. Oct. 19th
Pres. McKinley... Wed. Nov. 2nd
Pres. Lincoln... Wed. Nov. 16th

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Pres. Van Buren... Tues. Oct. 25th, 8 a.m.
Pres. Hayes... Tues. Nov. 8th, 6 a.m.
Pres. Garfield... Tues. Dec. 20th, 8 a.m.

To MANILA

Pres. Wilson... Oct. 11th, 6 a.m.
Pres. Van Buren... Oct. 25th, 8 a.m.
Pres. Jackson... Oct. 11th, 8 p.m.
Pres. McKinley... Oct. 25th, 8 p.m.
Pres. Taft... Oct. 17th, 6 p.m.
Pres. Jefferson... Oct. 31st, 6 p.m.

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OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "SACHSEN" ... due here on or about the 18th Oct.
S.S. "PREUSSEN" ... due here on or about the 1st Nov.
S.S. "RAMSES" ... due here on or about the 17th Nov.
S.S. "ERMLAND" ... due here on or about the 23rd Nov.
S.S. "VOGTLAND" ... due here on or about the 7th Dec.
S.S. "ALBERT VOGELER" ... due here on or about the 21st Dec.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

S.S. "EMIL KIRDORF" ... sailing from here on or about the 18th Oct.
S.S. "HESSEN" ... sailing from here on or about the 1st Nov.
S.S. "SACHSEN" ... sailing from here on or about the 15th Nov.
S.S. "PREUSSEN" ... sailing from here on or about the 29th Nov.
S.S. "RAMSES" ... sailing from here on or about the 20th Dec.
S.S. "ERMLAND" ... sailing from here on or about the 3rd Jan., '28.

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THE NEW PAINLESS REMEDY.

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THERAPION No. 2
THERAPION No. 3

See 1 for KIDNEY CURE. No. 2 for RHEUMATISM and GOUT. No. 3 for GRAVEL and URIC ACID. See 1 for GRAVEL CURE. See 2 for GRAVEL CURE. See 3 for GRAVEL CURE.

TENNIS.

HONG DOUBLES FINAL.

JARDINE VICTORY.

The Hong Doubles Tournament of the Hong Kong Cricket Club was concluded yesterday afternoon when the final was decided.

The finalists were W. L. Dunbar and A. W. Hay Edie (scr.) of Messrs. Mackinnon and Mackenzie and W. B. Cornaby and A. Piercy (scr.) of Jardine, Matheson and Co., Ltd. The match went to the full three sets and the Jardine pair gained the decision by winning the last set at 6-4.

In reaching the final, the winners met and defeated the following pairs:—

G. D. Mead and O. J. Shannon (scr.) of Hong Kong and Shanghai Bank 7-5, 6-3;

M. D. Scott and R. L. Monieroff (scr.) of Hong Kong and Shanghai Bank 7-5, 6-4;

Capt. Dobbie and Rev. Alexander (scr.) of R.O.S.B. 9-11, 6-1, 6-4;

and W. D. F. Wilson and K. A. Mason (scr.) 2-6, 6-2, 6-1.

The runners-up received a walk over from H. C. Macnamara and H. J. Armstrong and defeated the following pairs:—

H. V. Parker and R. V. Moodie (scr.) of Hong Kong and Shanghai Bank 7-5, 6-4, 6-0;

G. W. Sewell and H. R. Remington (scr.) of Merchants, 5-6, 6-2;

and Dr. I. Newton and Dr. D. J. Valentine (scr.) of Government Civil Hospital, 3-6, 6-4, 7-5.

The Play.

Play yesterday was even throughout, and there was little to choose between the two pairs. All four adopted steady tactics, with the result that the match did not reach a brilliant standard. Of the four Dunbar was the best.

The losers won the opening set, but were easily beaten in the second. The last set was the best of the match. Although at one stage Piercy and Cornaby led by 3-1, Dunbar and Hay Edie made a fine effort to pull the game round, but just failed. The final scores were 3-6, 6-2 and 6-4.

CAPE TOWN'S NATIVE VILLAGE.

TO HOUSE OVER 8,000.

A MUNICIPAL ENTERPRISE.

CAPE TOWN.

The Cape Town City Council is engaged upon the building of an entirely new native village, in which it is hoped to accommodate from 5,000 to 8,000 natives. This village, which is situated about eight miles from the city itself, will cost over £250,000, and will be the biggest and most up-to-date native location in the whole of Africa.

Operations have been in hand now for over three years, and at last the principal roads have been laid out, the central buildings, houses and hostels erected, and what was once bare scrub and veld is now the nucleus of a big township.

Natives Need Their Own Quarters.

Langa—as the new village is called—is the outcome of a courageous and enlightened policy on the part of the Cape Town City Council, but impetus has undoubtedly been given to the scheme by the fact that the large number of male natives now housed in the town or drifting about have long constituted a potential menace to the civilized community. The township will include churches, a public swimming bath, a school, a community hall, a bioscope, a refreshment room, a big recreation ground, hostels for single native men, and women, and houses, with gardens for married couples.

G. P. Cook, who has been appointed superintendent of the township, comes to the Cape with a fine record from Bloemfontein, where for over 10 years he supervised what is considered to be a model location.

The Rent Question.

The one weak spot in the scheme, as at present laid down, is that the rents will probably be more than the average native can reasonably afford to pay. To a native earning £1 or £2 a week £2 is a large amount to pay for a couple of rooms for his family, especially as he will have to provide his train fare to and from the city every day. There is some agitation at the moment for a reduction of these rents and no doubt the City Council, which has taken so much care with the planning and building of this township and has pushed forward with the scheme in the face of no little opposition, will not allow the whole project to be endangered by the rent question. C. S. Monitor.

LOCAL AQUATICS.

TO-DAY'S CHAMPIONSHIPS.

Two Open Championship events of the Colony will be decided at the Victoria Recreation Club tomorrow afternoon. The first is the 400 yards Championship and the other the 100 yards Breast Stroke.

The former event promises to be the better and more interesting of the two. The three who have qualified for to-day's final are well-known in aquatic circles. D. Lyon is fancied for the first place. He has won this event three times already, viz., in 1924, 1925 and 1926. He also covered the distance in the record time of 5 mins. 45 secs. in 1924, beating Johnstone's record of 1920 by 2-5 secs. His brother J. S. Lyon has come into prominence this year and will make a good bid to-day. Bomdr. Norris, the third competitor, is a very strong swimmer; he came in second in the Harbour Race last year.

For the other event, Tan Chin Hin, H. M. Remedios and Pte. Clarke have entered.

There is an Open Team Race Championship, but so far there have been no entries.

HOME FOOTBALL.

LATEST RESULTS.

[THROUGH REUTER'S AGENCY.]

London, October 3rd.
In the Southern section of the Third Division of the English Football League to-day, Merthyr and Willwall drew, without any score. In a friendly match, the Celtic beat Cardiff, by 4 goals to one.

UNsinkable AIR BOATS.

DESIGNER'S PLAN TO MAKE THE ATLANTIC SAFE.

"The day has come when, if we choose, an absolutely safe, quick, and comfortable crossing of the Atlantic by air can be made. Flying boats, built according to proved theories, can skip the ocean from England to America."

This was the opinion expressed by Mr. Sam Saunders, managing director of Messrs. S. E. Saunders, Ltd., of Cowes, and a pioneer in the design and construction of air-planes, seaplanes, and flying boats. "Flying boats," said Mr. Saunders, "could leave Southampton Water, hop to Queenstown Harbour, if necessary, then jump straight across to Newfoundland, refuel, and fly to New York Harbour, landing passengers there."

"The machine for the job will probably be a biplane without unnecessary weight. She will be an aerial liner fitted for passengers' comfort. Two engines of about 1,000-h.p. will be her power. It would be possible to produce the machine for less than ten thousand pounds."

"This machine, if forced down on the water, would ride out any storm as comfortably as a sea-going vessel which was hoisted. Her construction would make her unsinkable."

SUNRISE AND SUNSET IN HONG KONG.

FOR OCTOBER, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
October 5th... 8.16 a.m.	6.03 p.m.	
6th... 8.16	6.07	
7th... 8.16	6.08	
8th... 8.16	6.09	
9th... 8.17	6.04	
10th... 8.17	6.03	
11th... 8.17	6.02	
12th... 8.18	6.02	
13th... 8.19	6.01	
14th... 8.19	6.00	
15th... 8.19	5.59	
16th... 8.20	5.58	
17th... 8.20	5.57	
18th... 8.21	5.56	
19th... 8.21	5.55	
20th... 8.21	5.55	
21st... 8.22	5.54	
22nd... 8.22	5.53	
23rd... 8.23	5.53	
24th... 8.23	5.52	
25th... 8.24	5.51	
26th... 8.25	5.51	
27th... 8.25	5.50	
28th... 8.25	5.49	
29th... 8.26	5.49	
30th... 8.26	5.48	
31st... 8.27	5.48	

"UNIVERSE ALWAYS EXISTED."

SIR OLIVER LODGE CHALLENGES GENESIS.

VAST POSSIBILITIES.

"In the beginning God created the heaven and the earth."—The first sentence in the Bible.

Sir Oliver Lodge, the most famous living British scientist, in a lecture at Leeds, in connection with the meeting of the British Association, appears to have raised doubt with regard to the Biblical version of the creation of the world.

"There are indications," he said, "that the universe has always existed." "It is still a going concern," he added; "therefore it has not run down yet, and perhaps never will. When we attend to other matters alone, what is called the 'law of dissipation of energy' does not hold. Can it be true that the universe is like a running-down clock? Is there anything that could wind it up again?"

"Intelligence." "The answer is 'Yes, intelligence.' In our physical schemes we have left intelligence out, but in so far as physics ignores life and mind it cannot be complete as a philosophy. A true philosophy must be comprehensive and ignore nothing. Such a philosophy does not yet exist."

"We can, however, already realise that the universe is infinite beyond our comprehension, that its complete understanding is beyond our comprehension and scientific grasp, and that our imagination, intuition, and every other faculty must be strained to the uttermost, before we get a momentary glimpse of the vast possibilities latent in reality as a whole."

RUSSIA'S AIR SUPREMACY.

COMPULSORY STUDY IN SOVIET SCHOOLS.

London, Sept. 12th.

Lord Thomson, in an article in today's Observer, says it is curious and significant that Russia, in addition to creating a formidable Air Force, perceives more clearly than any other Government the essentials of air power.

She is using State machinery to instil air power into Russians. She is making the study of aviation compulsory in schools and is facilitating aerial flying as a pastime. Ukraine alone has 4,683 Aeronautical Societies and a membership of 380,000. Two other Aviation Societies have a united membership of 2,000,000 and cover fifteen Aero Clubs and 1,200 libraries. The Air Force has 1,800 military aircraft.

All Metal Machines.

A national industry has been founded to build machines of Russian designs. Russia is successfully specialising in all metal machines constructed by a new alloy called Kolchong Aluminium with a tensile strength of 85,000 pounds to the square inch.

Russia, a few years hence, may control the Asiatic air routes to the East.

Italy, it is reported, intends to construct 2,600 military aircraft by 1930. The Marquis De Pinedo urges the production of seaplanes navigable on the surface of the water.

France is the most apathetic nation as regards aviation except Britain. The French public have not acquired the air sense.

A useful innovation is a submarine seaplane capable of flying above and swimming below the surface. It will be the most powerful air arm in the world.

If Moscow makes Russian peasants air-minded, Italy, France and Germany together will not be able to equal Russia's air power.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER, BAHRAIN PORTS & LONDON.

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Carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, the 9th OCTOBER, 1927, at 10 A.M., taking Cargo for the above Ports.

For further Particulars Apply to MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 29th Sept., 1927. [187]

JAVA-CHINA-JAPAN LIJN.

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Tel. Central 1574

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROEKA	SHAL, K'LONG & AMOY	In Port	6th Oct.	MAKASSAR & JAVA
TJISALAK	JAVA, MACASSAR	10th Oct.	12th	AMOI & N. CHINA
TJURODAS	N. C. & AMOI	10th	13th	BATAVIA
TJIKEMBANG	BATAVIA	13th	15th	AMOI, SHANGHAI & KEELUNG
TJIPANAS	JAVA, MANILA & SWATOW	17th	19th	SAIGON
TJISONDARI	SHAL, K'LONG	17th	20th	BATAVIA
TJIMANOEK	JAVA, MACASSAR	24th	27th	AMOI & N. CHINA
TJIKIRANG	N. C. & AMOI	24th	27th	BATAVIA
TJIKEMBANG	BATAVIA	27th	30th	AMOI, SHANGHAI & KEELUNG
	SHAL, K'LONG & AMOY	31st	3rd Nov.	MAKASSAR & JAVA

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The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

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Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
s.s. DE P. BENOIT ... about 10th October.

s.s. "SI KIANG" due to arrive from DUNKIRK, LONDON.
HAVRE about the 21st October.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
ANGERS	—	—	11th Oct.
D'ARTAGNAN	—	—	13th Oct.
GAL METZINGER	9th Sept.	11th Oct.	13th Nov.
SPRINX	23rd Sept.	25th Oct.	12nd Nov.
PORTHOUS	7th Oct.	9th Nov.	6th Dec.
P. LECAT	—	—	—
A. LEBON	21st Oct.	23rd Nov.	20th Dec.

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E Class 1st Class... £ 25. 0s. 0d.
F Class 1st Class... £ 24. 0s. 0d.
G Class 1st Class... £ 23. 0s. 0d.
H Class 1st Class... £ 22. 0s. 0d.
I Class 1st Class... £ 21. 0s. 0d.
J Class 1st Class... £ 20. 0s. 0d.
K Class 1st Class... £ 19. 0s. 0d.
L Class 1st Class... £ 18. 0s. 0d.
M Class 1st Class... £ 17. 0s. 0d.
N Class 1st Class... £ 16. 0s. 0d.
O Class 1st Class... £ 15. 0s. 0d.
P Class 1st Class... £ 14. 0s. 0d.
Q Class 1st Class... £ 13. 0s. 0d.
R Class 1st Class... £ 12. 0s. 0d.
S Class 1st Class... £ 11. 0s. 0d.
T Class 1st Class... £ 10. 0s. 0d.
U Class 1st Class... £ 9. 0s. 0d.
V Class 1st Class... £ 8. 0s. 0d.
W Class 1st Class... £ 7. 0s. 0d.
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CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Motor Vessel, "REMBANK"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk to the Lazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 7th October, 1927, will be subject to Rent.

All Claims against the Vessel must be presented to the Underigned on or before 14th October, 1927, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 7th October,

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	"CHANGCHOW"	On 5th Oct.	10 a.m.
SWATOW & SHANGHAI	"ICHANG"	On 5th Oct.	8 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 5th Oct.	4 p.m.
TIENHSIN	"HUICHOW"	On 5th Oct.	4 p.m.
SHANGHAI	"LIAN"	On 7th Oct.	8 a.m.
BANGKOK	"CHIN HUA"	On 7th Oct.	8 a.m.
SHANGHAI & TIENTSIN	"SZECHUEN"	On 7th Oct.	8 a.m.
SWATOW & SHANGHAI	"NEWCHOW"	On 7th Oct.	8 a.m.
SWATOW & BANGKOK	"KALGAN"	On 7th Oct.	8 a.m.
SWATOW, AMOY, SWATOW & SINGAPORE	"ANKING"	On 9th Oct.	8 p.m.
AMOY, SHANGHAI & TIENTSIN	"SINKIANG"	On 11th Oct.	8 a.m.
SWATOW & SHANGHAI	"CHENAN"	On 13th Oct.	8 a.m.
HUIHONG, PAKHOI & HAIHONG	"TEAN"	On 13th Oct.	Noon
NEWCHOW & DALNY	"LIANGCHOW"	On 13th Oct.	4 p.m.
SHANGHAI & TIENTSIN	"SUNNING"	On 13th Oct.	8 a.m.
AMOY, SWATOW & SINGAPORE	"ANTUNG"	On 16th Oct.	6 a.m.
SWATOW, SHANGHAI, NEWCHOW & DALNY	"YINGCHOW"	On 16th Oct.	8 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 16th Oct.	10 a.m.
AMOY, SHANGHAI & TIENTSIN	"SOOCHOW"	On 18th Oct.	6 a.m.

SALEON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To

860 SINGLE and 890 RETURN.

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TELEPHONE CENTRAL 38.

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CHANGTE	5th December	18th December
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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

October 3rd.

Chungchow, British str., 1,572 tons, Capt. J. D. Milne, from Bangkok, which port she left on September 25th, with team, rice and general cargo, amounting to 2,322 tons, lying at buoy No. B12—B. & S.

Devanagere, Chinese str., 1,032 tons, Capt. H. Spland, from Tourane and Hoibow, with a general cargo, lying at buoy No. C11—Chau Yui Teng.

Hector, British str., 8,841 tons, Capt. A. Ogden, from Dairen and Shanghai. The latter port she left on October 1st, with a general cargo—B. & S.

Huichow, British str., 1,223 tons, Capt. R. Ashby, from Canton, with a general cargo, lying at buoy No. C24—B. & S.

Sanku Maru, Japanese str., 1,502 tons, Capt. T. Tague, from Mike, which port she left on September 27th, with a cargo of coal, lying at buoy No. B54—M.B.K.

Tak Hing, Chinese str., 105 tons, Capt. Lo San, from Antau, with a general cargo, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

Tsurumaru Maru, Japanese str., 3,381 tons, Capt. Y. Kawakami, from Wakamatsu, which port she left on September 24th, with a cargo of coal, lying at buoy No. B51—M.B.K.

Vestland, Norwegian str., 1,130 tons, Capt. J. Knutsen, from Newchwuan, which port she left on September 24th, with a cargo of coal, lying at Yau-mat—Karsten, Larssen & Co.

Yanoo, Chinese str., 684 tons, Capt. Chan Kam, from Hoibow, with a general cargo, lying at buoy No. C37—Wai Hing S.S. Co.

October 4th.

Arifura, British str., 5,507 tons, Capt. S. L. Diamond, from Melbourne via ports. The left Melbourne on September 1st, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

Hin Sang, British str., 1,385 tons, Capt. T. Grant, from Sandakan, which port she left on September 27th, with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.

Hupke, British str., 1,205 tons, Capt. J. Maley, from Canton, with a general cargo, lying at buoy No. C13—B. & S.

Kuni Sang, British str., 1,435 tons, Capt. W. H. Hopkins, from Canton, with a general cargo, lying at buoy No. B32—Jardine, Matheson & Co.

Prominent, Norwegian str., 1,377 tons, Capt. C. W. Engestraten, from Saigon, which port she left on September 30th, with a general cargo, lying at buoy No. C36—Wo Fat Shing.

Sanku Maru, Japanese str., 1,507 tons, Capt. J. Ikenaga, from Keelung, which port she left on October 1st, with a cargo of coal, lying at buoy No. C53—M.B.K.

Szechuan, British str., 1,594 tons, Capt. J. R. Shearer, from Canton, lying at buoy No. B22—B. & S.

Tonger, Norwegian str., 1,948 tons, Capt. H. Rasmussen, from Canton, lying at Kowloon Bay—Dodwell & Co.

Van Heule, Dutch motor ship, 748 tons, Capt. J. Groothoff, from Singapore, which port she left on September 29th, with a general cargo, lying at buoy No. A26—J.C.J.L.

PASSENGERS.

Arrivals.

Per s.s. Arifura, from Australian ports, on October 4th: Mrs. M. B. Wells, Mrs. A. B. Boyd, Miss A. G. M. Skinner, Mr. J. Knight, Mr. L. H. Matthews, Mr. J. R. Matthews, Mr. and Mrs. R. E. Allen, Miss K. Henderson, Mr. H. A. Hudson, Mr. J. Ormiston, Mr. L. W. Kenner, Mrs. A. M. Reeves, Mr. W. W. Stark.

Per s.s. Hector, from Shanghai, on October 4th: Mr. L. R. and Mrs. Andrews, Mr. and Miss Cutierrez, Mrs. Compton and two children, Mr. C. S. Franklin, Mr. A. L. Gaze, Mr. F. S. Gibbing, Major L. M. Gibbs, Mr. du Pac de Marsoules, Mr. R. Misher, Mr. R. R. Marsh, Mr. W. H. McCallum, Mr. C. A. and Robinson and two children, Mr. H. (J. Robinson), Mrs. and Miss Remington, Mrs. Theobald and three children, Dr. and Mrs. Wagner.

Per s.s. Sanku Maru, for San Francisco, via ports, on October 4th: Mr. R. H. Beer, Mr. C. H. Bedi, Mr. and Mrs. Parsam, Mr. Y. Kikuchi, Mr. and Mrs. I. Asayama, Miss G. Fletcher, Mr. and Mrs. J. G. Cruchaga, Mr. J. F. Oliver, Mrs. V. L. Rouillon, Mr. J. E. Rouillon.

Per s.s. President Madison, for Seattle via ports, on October 4th: Mrs. M. H. Cunningham, Mr. P. H. Cunningham, Mrs. E. H. Meigs, Mr. E. E. McIntyre, Mr. E. Gierio, Mr. D. R. Williams, Dr. Miguel Canizares, Mr. Geo. Robinson, Mrs. C. H. Pan, Mr. G. A. Atkins, Mr. K. C. Rac, Mr. L. W. Jenner, Master J. Whitnah, Mr. C. W. Whitnah, Miss R. Whitnah, Mr. A. N. Luz, Hon. S. Osment, Mr. M. Quenzon, Mr. A. H. Raymond, Mr. and Mrs. Ernest Reither, Mr. R. Trias, Mr. C. H. Pan, Mr. J. L. Wijn, Mrs. Esther Gagnet, Miss M. Whitnah, Mrs. C. W. Whitnah, Mr. D. M. Bigger.

Per s.s. Hector, on October 4th: ports, on October 4th: Mr. and Mrs. de Marsoules, Mr. and Mrs. Rossi, Mrs. Paul, Mrs. C. G. Sterling, Miss E. Duncan, Miss du Pac de Marsoules, Dr. G. D. R. Black, Miss A. A. Thom, Miss A. Black, Mr. and Mrs. Paterson and child, Mr. W. J. Keswick, Mrs. W. Blake, Miss J. Blake, Mr. E. Timperley, Mrs. G. H. Wilson, Mr. A. M. Birchall, Mrs. C. Eager, Miss G. Eager, Mr. and Mrs. Turner and child, Mr. J. G. Irvine, Mrs. McKenzie and two children, Comdr. J. U. P. Fitzgerald, Mrs. McCallum and two children, Mr. W. F. Harley, Mrs. and Mrs. Harley, Mr. E. A. H. Le Mothe, Lt.-Col. Stoncham, Mr. P. G. Harris, Mr. C. G. Parrett, Mrs. and Miss Hatten, Mr. H. L. Molyneux, Mr. J. T. Moriarty, Mr. D. Foley, Mrs. H. W. Head, Mr. and Mrs. R. A. McConaghy, Miss McConaghy, Mrs. and Master Moeck.

CLEARANCES.

October 4th.

Apsey, for Bangkok.

Chingping, for Canton.

Empress of Canada, for Shanghai.

Hai Hong, for Swatow.

Hector, for Swatow.

Michael Leitch, for Hoibow.

President Madison, for Shanghai.

Proctor, for Saigon.

Shinsei Maru No. 6, for Hoibow.

Taiwan, for Kwang Chow, Wan.

Tangistan, for Swatow.

Telamachy, for Saigon.

Tjondari, for Shanghai.

Tonger, for Chiuwangtao.

Vestland, for Canton.

THE CHINA COAST.

LATEST CHANGES IN OFFICER PERSONNEL.

The following are the latest changes in officer personnel on the China Coast:—

Mr. A. C. Lemerier, second engineer, Nauchang, has gone second engineer, Puyang. Mr. W. R. Woodman, second engineer, Shengking, has gone second engineer, Nauchang.

Mr. G. Stewart, from reserve, has gone second engineer, Nauchang. Mr. R. W. Clark, second engineer, Nauchang, has gone acting chief engineer, Kinkiang.

Mr. R. B. Peck, acting chief engineer, Changsha, has gone acting chief engineer, Hupeh.

Mr. R. H. MacLean, acting second engineer, Kinkiang, has gone acting second engineer, Faochow. Mr. C. G. Gray, supply second engineer, Hsin Peking, has gone acting chief engineer, Faochow.

Mr. G. S. Arthur, chief engineer, Kinkiang, has gone chief engineer, Kinkiang. Mr. A. L. Honner, second engineer, Kinkiang, has gone second engineer, Kinkiang.

Mr. C. G. Strapps, third engineer, Kinkiang, has gone third engineer, Kinkiang. Mr. G. W. Clark, acting chief engineer, Kinkiang, has gone acting chief engineer, Kinkiang.

Mr. J. E. Haiz, from reserve, has gone chief engineer, Luckow. Mr. E. R. McDermid, from reserve, has gone second engineer, Luckow.

Mr. E. C. O. Bird, from reserve, has gone third engineer, Luckow.

Mr. J. McArthur, supply chief engineer, Kwangtung, is on reserve.

Mr. R. D. Thompson, supply engineer, Kwangtung, is on reserve.

Mr. A. D. Armour, chief engineer, Kinkiang, is on reserve. Mr. D. W. Hume, second engineer, Kinkiang, has gone acting chief engineer, same ship. Mr. H. S. Beech, third engineer, Kinkiang, has gone acting second engineer, same ship. Mr. L. D. Johnson, third engineer, Kinkiang, has gone third engineer, Kinkiang.

Mr. A. M. Jewell, second officer, Hangnam, has gone second officer, Suifu. Mr. A. L. Morris, second officer, Suifu, has gone second officer, Hangnam.

Mr. J. A. Murphy, from reserve, has gone second officer, Tuckwo.

Mr. W. T. Rochester has been appointed supply second officer, Kwong-nang.

Mr. A. Dunn, from reserve, has gone supply third engineer, Loonywo. Mr. J. Findlater, third engineer, Loonywo, is on reserve.

Mr. W. F. Bould, second engineer, Tuckwo, has gone acting chief engineer, Fausang. Mr. A. J. Begley, chief engineer, Fausang, is on reserve.

Mr. A. Paton, third engineer, Tuckwo, has gone acting second officer, same ship.—Shipping and Engineering.

FROM AUSTRALIA.

Arriving from Australia yesterday, the Arifura brought 17 first-class cabin passengers and 49 Chinese passengers. Of the 125 steerage passengers, there were 49 from Sandakan.

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SAILINGS SUBJECT TO ALTERATIONS

TSINGTAU via SWATOW & SHANGHAI	"KWAISANG"	Wednesday, 5th Oct.	at 7 a.m.
CANTON	"CHIPSING"	Wednesday, 5th Oct.	at 8 a.m.
CANTON	"HANGSANG"	Thursday, 6th Oct.	at Midnight
TIENHSIN (DIRECT)	"CHIPSING"	Friday, 7th Oct.	at 5 p.m.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Sunday, 8th Oct.	at 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Sunday, 8th Oct.	at 3 p.m.
SANDAKAN	"SUISANG"	Monday, 10th Oct.	at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Wednesday, 13th Oct.	at 7 a.m.
OSAKA via AMOY, SHANGHAI, YHAMA, MOI & KOBE	"KUMSANG"	Thursday, 13th Oct.	at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Sunday, 16th Oct.	at 7 a.m.
KOBE via AMOY & MOI	"FOOKSANG"	Tuesday, 18th Oct.	at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Wednesday, 19th Oct.	at 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Thursday, 20th Oct.	at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	Sunday, 23rd Oct.	at 7 a.m.

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Steamship "CARMARTHENSHIRE"	(via Oran)	28th November
Motor Vessel "GLENLARA"	(via Oran)	30th November
Steamship "CARMARTHENSHIRE"	(via Oran)	23rd December

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENLARA"	Due Hong Kong.
Motor Vessel "GLENLUKE"	18th October
Steamship "CARMARTHENSHIRE"	27th October
Steamship "CARMARTHENSHIRE"	13th November
Steamship "GLENLUKE"	29th November
Steamship "GLENLUKE"	8th December

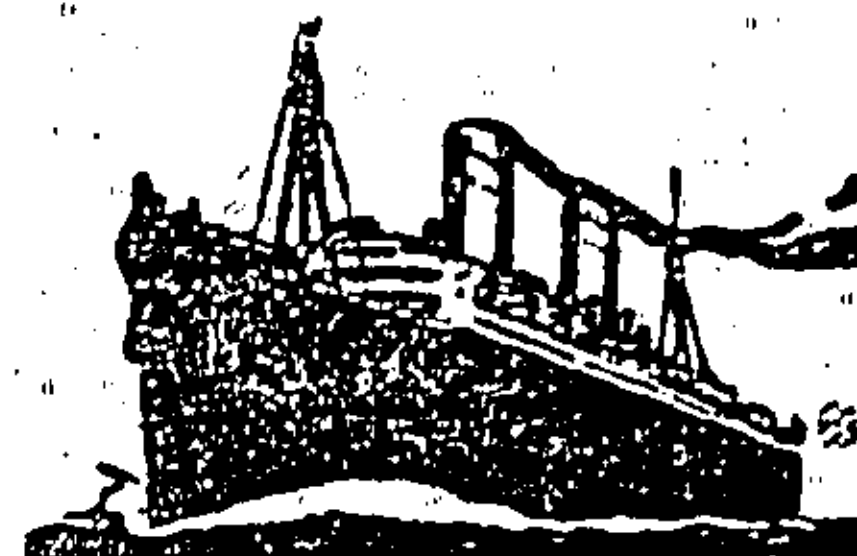
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S.S. "COBLENZ" ...	24th Oct., 1927.	22nd Oct., 1927.
S.S. "FULDA" ...	21st Nov., 1927.	19th Nov., 1927.
S.S. "TRIEN" ...	19th Dec., 1927.	17th Dec., 1927.
S.S. "DERFFLINGER" ...		14th Jan., 1928.

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SWATOW, AMOY & FOOCHEW AND RETURN

(Occupying 8 to 9 Days).

HAINING	Thursday, the 8th October, at 2 p.m.
HAIYANG	Tuesday, the 11th October, at 1 p.m.
HAIHONG	Friday, the 14th October, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier) Round Trip Tickets will be issued from Hong Kong to Foochow (Yagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

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ARMY HEAD-QUARTERS.

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A POLICEMAN'S JOB IN CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

There will not be two army general headquarters in Canton. In accordance with arrangements between Generals Li Tsai Hsin and Chang Fat Fui, the command of the 2nd Route Army will be abolished and all troops in the future will come under one head.—General Li. This arrangement was effective as from the October 3rd.

Students of archaeology in Canton have not yet lost faith in their fellow men and have suggested to the militarists in power that they should appropriate something like \$33,000 to repair the famous five-storied Pagoda north of Canton. Of course, they will not get the money. No one is able yet to say when the much-talked-of Sun Yat Sen and Wu Ting Fang memorials will be started.

One of the new laws in Canton requires all lending and borrowing to be done in banknotes of the Central Bank; otherwise, promissory notes will have no effect.

The Bureau of Police in Canton, nominally under the supervision of the Mayor or Chief Municipal Commissioner, will soon become a separate department under the jurisdiction of the Provincial Administration. During the last few years in Canton the Mayor has never had any real supervision over the Police. The Commissioner of Police has always been appointed by the leading military commander, who had his headquarters in Canton. A Canton commissioner of police besides preserving peace in the city, must be able to assist the fiscal and military authorities in collecting the numerous taxes from the public.

Relatives of Hu Han Min, Sun Fo, and other Nanking officials in Canton are withdrawing from the city. Among those retiring or expected to resign are Mr. Tseng Yan Pa, Commissioner of Reconstruction and Mr. Lin Wen Kai, Mayor of Canton.

SWATOW QUIET.

[NAVAL WIRELESS.]

Swatow, October 3rd.

The troops arrived from Canton are those under General Huang Shao Hung, and number only a few hundred. The city is quiet and doubtless will very quickly return to normal.

[FROM OUR CHINESE CORRESPONDENT.]

A wireless report from the Canton gunboat *Feiyang* stationed at Swatow informs Canton that, since October 2nd, the Cantonese relief troops have been arriving at Swatow. The "Reds" at Kiyang alone must have lost several hundred men in prisoners and more than a thousand rifles.

Trade at Swatow has resumed, according to the wireless report. General Huang Shao Hung, warlord in Kwangsi since the departure of Li Chung Jen for the Northern Expedition, is one of the Canton Army commanders who has just entered Swatow.

General Huang is a political and military ally of General Li Tsai Hsin.

Since the uprising of the "Reds" in the Eastern Districts of Kwangtung, General Li Tsai Hsin has despatched a large force of his own men there to suppress the insurrection. The Eastern Districts form a wealthy prize, many of the inhabitants being returned emigrants from the Straits Settlements and the Philippines, and any militarist commanding this area will find no difficulty in raising money, one way or another.

INVESTITURE.

MR. SOUTHERN, MR. HO KONG TONG AND MR. DIXON.

INTERESTING CEREMONIAL AT GOVERNMENT HOUSE.

At Government House last evening H.E. the Governor of Hong Kong invested the Colonial Secretary, the Hon. Mr. Southern, with the insignia of a Companion of the Most Distinguished Order of St. Michael and St. George, Mr. Ho Kong Tong with the insignia of an officer of the Most Excellent Order of the British Empire and Mr. Henry Dixon with the insignia of a Companion of the Imperial Service Order.

Prior to the ceremonial a dinner was given by His Excellency in honour of the three recipients of the decorations and subsequently a largely attended reception was held.

His Excellency and Lady Clementi received the guests in the lounge leading to the Ball Room, the guests being met at the main entrance by Captain Whyte and being presented by Captain Perfect and Captain Dewbiggin.

The Ceremony.

When all the guests had assembled in the Ball Room His Excellency proceeded to the dais to carry out the investiture. The following was the Order of the procession:—Capt. A. J. L. Whyte, A.D.C. Rev. H. R. Wells, O.B.E. and Capt. O'Leary, M.B.E. Rev. T. W. Pearce, O.B.E. and Major Gore, C.I.E., O.B.E. Capt. Doyle, O.B.E. and Dr. Addison, M.B.E. Mr. R. Sutherland, M.B.E. and Major Roberts, V.C., D.S.O., O.B.E., M.C. Mr. C. G. Alabaster, K.C., O.B.E. and Mr. Jenkin, C.B.E. Hon. Dr. Kotewall, C.M.G. and Comdr. Buchanan, O.B.E. Lieut.-Col. Badcock, C.B.E., D.S.O. and Lieut.-Col. Boylan-Smith, D.S.O., O.B.E. Lieut.-Col. Thunders, C.M.G., D.S.O., M.C. and Lieut.-Col. Clarke, C.M.G., D.S.O. Col. Serjison-Brooke, C.M.G. and Lieut.-Col. Comyn, C.M.G. Rear-Admiral Boyle, C.B. and H.E. the Chief Justice.

H.E. the Governor.

HON. MR. SOUTHERN, C.M.G.

A few bars of the National Anthem, played by the band, was the signal for the Hon. Mr. Southern to advance to the dais. He was preceded by Captain Dewbiggin, A.D.C., and accompanied by Commodore Pearson, C.M.G., and H.E. General Luard, C.B., C.M.G.

The procession halted in front of the dais and Captain Whyte presented the copy of the Warrant to the Chief Justice who read it aloud. The Warrant was in the following words:—

GEORGE THE FIFTH, by the Grace of God of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India, Sovereign and Chief of the Most Distinguished Order of Saint Michael and Saint George, to Our Trusty and Well-beloved Wilfrid Thomas Southern, Esquire, Colonial Secretary of Our Colony of Hong Kong,

Greeting.

WHEREAS We have thought fit to nominate and appoint you to be a Member of the Third Class or Companions of Our Most Distinguished Order of Saint Michael and Saint George;

WE DO by these presents grant unto you the Dignity of a Companion of Our said Most Distinguished Order, and We do hereby authorize you to have, hold, and enjoy the said Dignity as a Member of the Third Class or Companions of Our said Most Distinguished Order, together with all and singular the privileges thereunto belonging or appertaining.

GIVEN at Our Court at Saint James' under Our Sign Manual and the Seal of Our said Most Distinguished Order.

BY THE SOVEREIGN'S COMMAND.

His Excellency, addressing Mr. Southern, said:—

Mr. Southern.—You and I were first associated in official work during 1922 at the Colonial Secretariat of Ceylon and later we were colleagues in the Executive Council of that Colony. More recently, for the last 17 months, we have been very intimately connected in the task of administering the Government of Hong Kong. There can be no closer official relationships than those of a Colonial Secretary to his Principal Assistant and of a Governor to his Colonial Secretary; and, therefore, although every one in Hong Kong knows how thoroughly you have earned the honour

(Continued on next Column.)

ALLEGED COIN SMUGGLING.

THE CASE FOR THE DEFENCE.

BAIL OF \$50 REDUCED TO \$1.

When the fourteen members of the crew of the s.s. *Kwong Sang* were brought up on remand before Mr. W. Schofield at the Kowloon Magistrate's Court on a charge of smuggling copper coins into the Colony, Mr. Leo d'Almada, who represented the defendants, applied for a remand and a reduction of the bail. He said that a similar case had appeared before Mr. R. E. Lindsell last week and that Mr. M. K. Lo had applied for a re-hearing which was granted. Pending the result of that case, he thought it would be best to adjourn the present case and he suggested that bail of \$50 might be reduced to \$1. The defendants, he said, had bought these coins not for the purpose of circulating them in the Colony, but to sell them to Chinese bankers here who would transfer them to the interior where they are in use. The application was granted and bail was reduced to \$1.

which His Majesty the King has been pleased to confer upon you, no one knows this quite so well as I. This recognition of the value of your services has been fully merited by conspicuous ability, by loyal, arduous and painstaking work by a wise discretion and tact which have greatly facilitated the discharge of difficult duties. To-morrow I shall entrust the Government of Hong Kong to your care and I do so with complete confidence that the welfare of the Colony, which we both love, will be safe and secure under your guidance. It gives me the greatest pleasure to be the means of investing you with the insignia of Companion of the most Distinguished Order of St. Michael and St. George.

At the conclusion of the address His Excellency received the insignia of the C.M.G. from Captain Dewbiggin, invested Mr. Southern with it, and then shook him cordially by the hand.

MR. HO KONG TONG, O.B.E. AND MR. DIXON, I.S.O.

Similar procedure was followed for the investiture of Mr. Ho Kong Tong and Mr. Dixon with their Orders.

Mr. Ho Kong Tong was proceeded to the dais by Captain Perfect, A.D.C., and was accompanied by the Hon. Mr. E. R. Hallifax, C.M.G., O.B.E. and the Hon. Sir Joseph Kemp, K.C., C.B.E.

Mr. Dixon was preceded by Captain Johnstone and was accompanied by Mr. Bullock, I.S.O., M.B.E., D.C.M. and Mr. Breen.

Addressing Mr. Ho Kong Tong, His Excellency said:—

Mr. Ho Kong Tong.—I am glad that the duty devolves upon me of investing you with the insignia of Officer of the Most Excellent Order of the British Empire; for there is no one who has been more generous than you in his benefactions to Hong Kong or has given in a better spirit. You have always, in the cause of charity and public service, given all you could without reckoning on any recompense. Your example is, and will be, an encouragement to the Hong Kong Chinese to observe the precept:—

Give all thou canst! High Heaven rejects the fore Of nicely calculated less or more!

It is a special pleasure to me, as a confidant of yours in the Venerable Order of St. John of Jerusalem, to commend the valuable services rendered by you to the Ambulance Brigade in this Colony. I congratulate you warmly on the honour which His Majesty the King has conferred upon you.

His Excellency's address to Mr. Dixon was as follows:—

Mr. Dixon.—It is a condition of the grant of the Imperial Service Order that the recipient shall have served His Majesty the King for at least sixteen years in the administrative or clerical branches of the Civil Services of the British Empire and shall still be on the active list. You joined the clerical branch of the Hong Kong Civil Service in May, 1890, and have completed thirty-seven years service, or more than twice the qualifying period, and you are still on the active list as Superintendent of the Money Order Office at the Hong Kong General Post Office. In recognition of your long, faithful and efficient service His Majesty the King has appointed you to be a Companion of the Imperial Service Order and it gives me much pleasure to invest you now with the badge of the Order. I congratulate you heartily on this well-earned honour.

God Save the King was then played and those on the dais formed in procession and left the ball room.

The remainder of the evening was devoted to music and dancing.

THE DAY OF ASCENSION.

CHINESE CLIMB TO THE PEAK.

PARENTS DAY IN THE SCHOOLS.

[BY OUR CHINESE CORRESPONDENT.]

Yesterday being the 9th day of the 9th moon according to the Chinese calendar, generally known as the Day of Ascension among the Chinese, hundreds of Chinese visited the Peak. The Peak Tramway was kept busy all day and crowds trudged up the Peak Road.

Chinese cemeteries in different parts of the Island were visited by many and all public vehicles were consequently in great demand.

In the Christian schools under Chinese management the Day was observed as Parents' Day. At the Chinese Y.M.C.A. School, a special meeting was held to recall the sacrifices parents have made, and are always willing to make, on behalf of their children and to emphasize the duty of children to their parents. In all schools joining in the observation of Parents' Day, students having both parents living wore two red flowers; where only one parent was living, one white and one red flower were worn; if both parents were dead two white flowers formed the button hole.

LEAVING HONG KONG.

PASSENGERS ON "EMPRESS OF CANADA."

H.E. THE GOVERNOR AND LADY CLEMENTI.

The R.M.S. *Empress of Canada* will leave the Kowloon Wharves to-day at noon, en route for Vancouver via Shanghai and Japan ports. She will be a fairly full ship with approximately 80 first-class passengers, 70 second-class and 50 to 100 third-class. In addition, steerage passengers will number around 350, of whom there are over 100 booked from this port.

H.E. the Governor of Hong Kong (Sir Cecil Clementi, K.C.M.G.), Lady Clementi, and the Misses Clementi, are travelling by the *Empress* as far as Kobe. As is known they are going North on holiday and will be absent about two months from the Colony. His Excellency's tour will include Japan, Peking and Weihaiwei.

Among other passengers are Mrs. Allan Cameron, wife of the Oriental Manager of the C.P.R., going to Shanghai.

Mr. B. L. Lewis, a director of Messrs. Reiss, Massey & Co., and of the Hong Kong and Shanghai Hotels, Ltd., who, with Mrs. Lewis, is going to Europe via Canada.

Mr. S. J. Hicks, manager of Art and Crafts, Shanghai, returning to the Northern port.

Commander J. B. Hartford, R.N. (retired) and Mrs. Hartford, for Yokohama.

Mr. L. V. Lang, manager of Arnold & Co., Canton, and Mrs. Lang and daughter, for Shanghai.

Mr. A. J. van Hengel, director of the Java-China-Japan Lijn, for Vancouver.

Mr. and Mrs. J. Atkinson, from Manila, for Europe.

Mr. V. W. G. Smith, Secretary of the Hong Kong and Shanghai Hotels at Shanghai.

Miss G., Miss A. and Mr. R. Chou, for Shanghai.

Mrs. A. S. MacKichan, for Shanghai.

Col. G. Rice, of the Shanghai Defence Force.

Lieut. A. B. S. Clarke, for Vancouver, on leave.

Col. W. S. Mackenzie, C.B.E., for Shanghai.

Mr. and Mrs. R. Poizat de Costa, of Manila, for Vancouver.

Mr. and Mrs. Whitey Smith and the remainder of the Majestic Music Masters, returning to Shanghai.

Dr. Ellen Douglas, of Winnipeg, completing a tour around the world.

Mrs. O. P. Green, wife of the President of the American Baptist Mission at Canton, going to Vancouver.

TRAFFIC COURT.

CASE OF DEFECTIVE BRAKE.

PATENT THAT FAILED TO WORK.

Before Major C. Willson at the Traffic Court at the Central Magistracy yesterday, the Indian chauffeur of Mr. A. S. Gubbay was summoned for driving a car with inefficient brakes in Garden Road. Defendant admitted the offence.

Mr. Gubbay gave an explanation to the Court. The driver, he said, was not at fault. The car was only a year old, but the hand-brake in question was a new patent device, which had failed repeatedly, and had just as often been repaired. It was advertised as an emergency brake but he had now written to the garage for it to be removed. Mr. Gubbay added that he had spent \$100 on this patent brake since he had had it. The foot-brake on the car was in perfect condition.

Sergeant Hopkins said he had tested the brake and had found it useless when applied alone.

Observing that he did not think the defect should have been allowed to remain for so long, Major Willson fined the defendant \$5.

Other Cases.

Two other private drivers were fined \$10 each for having inefficient brakes.

The driver of public car No. 438 was fined \$10 for speeding at 25 miles an hour along Queen's Road West.

A Chinese driver who possessed a licence to drive a Ford lorry in Kowloon only, was fined \$10 for failing to report an accident resulting from an attempt to drive another lorry on this side of the harbour. He ran into a private ricksha, and caused damage to the latter vehicle to the extent of \$25.

THEFT OF SHIP'S CANVAS.

SAIL-MAKER CONVICTED.

Before Mr. W. Schofield at the Kowloon Magistrate's Court yesterday morning, Mr. J. Moran, chief officer of the s.s. *President Madison*, prosecuted a sail-maker for the larceny of a piece of canvas, valued at G.85.

A substitute "boy" was also charged with receiving the same knowing it to have been stolen or unlawfully obtained.

The complainant in this latter case was the Captain Superintendent of Police.

Pleading guilty to the larceny charge, the sail-maker was fined \$20, or three weeks' hard labour in default.

The "boy" said that he bought the canvas for \$2, and paid \$1 in advance.

His Worship raised the interesting point whether the Captain Superintendent of Police was the right person to be cited as the complainant in a receiving charge, and held that the prosecutor in the larceny charge should have been the person named as the complainant in connection with the second charge. His Worship pointed out that the C.S.P. was only nominated as complainant in cases where there was no other complainant.

Divisional-Inspector Aris, who was conducting the case for the police, replied that it was usual for the C.S.P. to be named as complainant in receiving cases. He asked His Worship if he would make a ruling on the question for guidance in the future.

His Worship said he was not prepared to decide the point without consideration but for the present he would amend the charge, substituting the name of Mr. Moran in the place of the C.S.P. as complainant.

Evidence was heard and the "boy" was ultimately discharged, his Worship finding that there was no evidence of guilty knowledge.

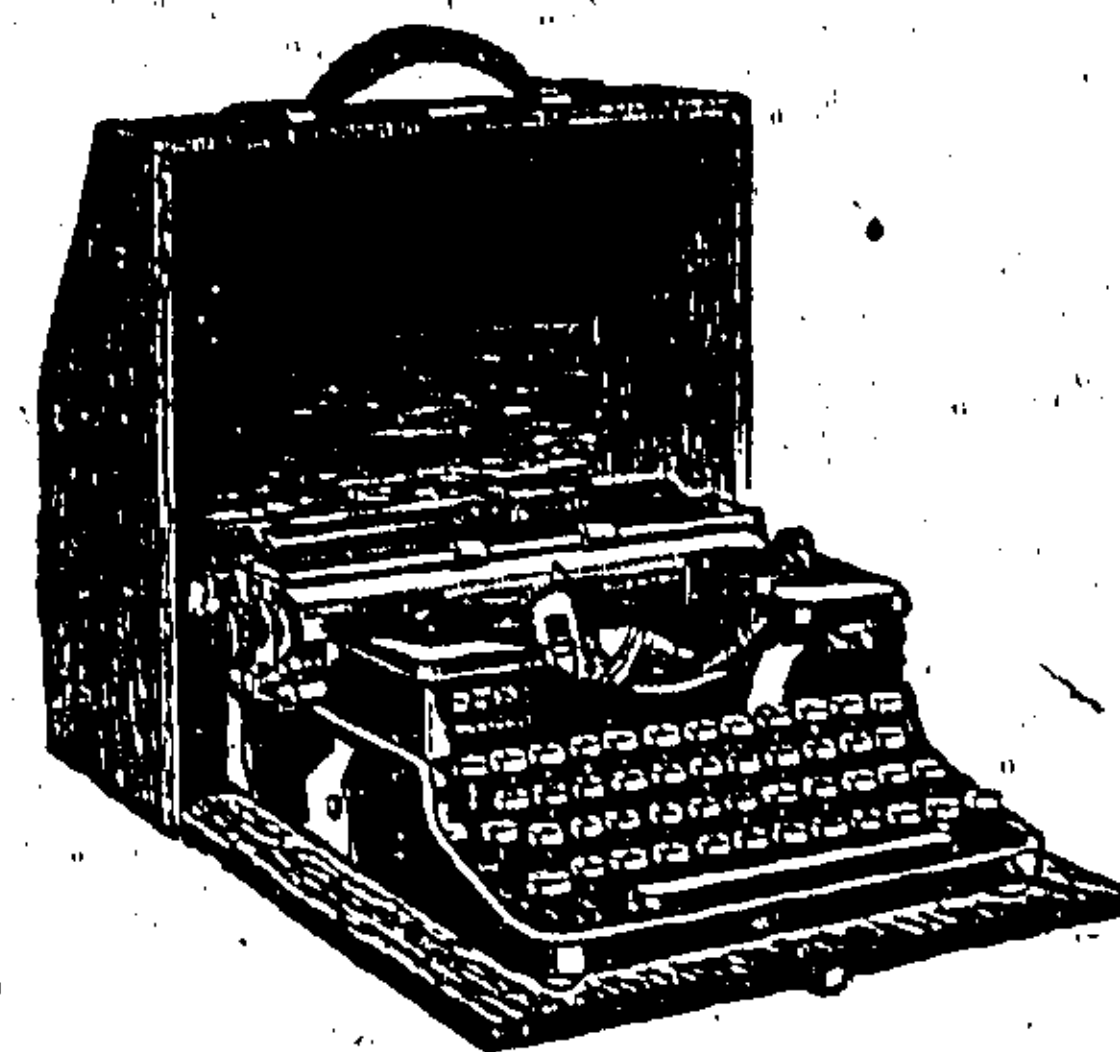
ALL FOR A CUP AND SAUCER.

SIX WEEKS' HARD LABOUR.

Man Yuen was a petty thief. According to his confession he had never stolen anything big. He was caught carrying away a cup and saucer from the *Empress of Canada*.

He was taken before Mr. W. Schofield at the Kowloon Magistrate's Court yesterday afternoon charged with larceny. He denied stealing, saying that the cup and saucer were given to him by a friend. The Magistrate did not believe this and sentenced him to six weeks' hard labour.

Man Yuen when led out of the dock muttered in Chinese that he had never stolen anything big and six weeks' gaol was too much for such a paltry thing.



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INTIMATIONS.

NOTICE OF REMOVAL.

Messrs. RAVEN AND BASTO,
Architects, Surveyors and
Engineers.

ARE Removing to PRINCE'S BUILDING, Top Floor, (Corner of Des Voeux Road, Central and Ice House Street) as from the 1st of OCTOBER. Lift Entrance: Next ALEXANDRA GATE.
[3371] RAVEN & BASTO.

NOTICE.

I, the undersigned have THIS DAY Admitted to Partnership in my Firm M. PAUL MARY HODGSON, Solicitor, which Firm hitherto carried on in my Name will henceforth be carried on under the Name of "T. S. O. & HODGSON" at PRINCE'S BUILDING, 3rd Floor, Polder Street.
S. W. T. S. O.
Hong Kong, 1st Oct. 1927. [3381]

HONG KONG TELEPHONE COMPANY, LIMITED.

NOTICE OF INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of Three Per Cent (3%) on the Nominal Amount Per Share Paid Up (to Thirty Cents Per Share) is payable on SATURDAY, 10th OCTOBER, 1927, commencing at 2.45 p.m. on Both Days. The First Call will be paid at 2.15 p.m.
The Charge for Admission to the Public Enclosure will be \$1.00 Per Day for all Persons including Ladies, Soldiers and Sailors in Uniform: Half Price and Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.
Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINGSTAD & DAVIS at \$5.00 Each Per Day Up to FRIDAY, 10th OCTOBER, 1927.
The Charge for Admission for Ladies to the Members' Enclosure will be \$1.00 Per Day. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.
Bookmakers, Ticket men, etc., etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during Race Meetings.
By Order of the Board,
R. GUY WILKINSON,
Secretary.
Hong Kong, Oct. 1st, 1927. [3398]

PUBLIC WORKS DEPARTMENT.

[No. 8, 250.]

IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR THE SUPPLY AND DELIVERY OF STORES" will be received at the COLONIAL SECRETARY'S OFFICE until Noon of FRIDAY, the 21st day of OCTOBER, 1927, for the SUPPLY AND DELIVERY of the following STORES Required by Government Departments during the Year 1928:—

Ironmongery, Household and Sanitary Utensils, Brushes, Tools, Lamps, etc.
Asbestos, Rubber, Leather, Packing, Ropes, etc.
Clothing, Drapery, Haberdashery, etc.
Bom-bay and Cane Goods, Firewood, etc.
Drysalteries, Oils, Paints, Varnishes, etc.
Lubricating, Lighting and Fuel Oils, Greases.
Electrical Stores.
Wrought Iron Pipes and Fittings, Brass Taps, etc.
Iron and Steel Bars, Plates, Angles, Brass, Copper, and other Metals.
Iron, Steel and Brass Castings, Manufactured Ironwork, etc.
Timber.
Bricks, Cement, Lime, etc.

Each of the above is a Separate and Distinct Tender. Tenderers may quote for any one or more or all of the above lists, and any one or more or all may be accepted or rejected in whole or in part by the Government.

Each Tender must produce with each Tender a Receipt that he has deposited in the Colonial Secretary's Office the sum named on the respective Tender Form as a Pledge of the bona fides of his Tender, which sum shall be forfeited to the Crown should the Tenderer refuse or fail to carry out to the satisfaction of the Government, the whole or any portion of the respective Tender or Tenders which may be accepted. The Deposit will be returned to any Tenderer whose tender is not accepted.

For Forms of Tender and further particulars apply to the Office. The Government does not bind itself to accept the Lowest or any Tender.

H. T. JACKMAN,
Director of Public Works.
30th September, 1927. [3387]

FLATS
TO
LET

46/52, NATHAN ROAD,
KOWLOON.

APPLY TO

S. J. DAVID & CO.
PRINCE'S BUILDING,
CHATER ROAD.

[35]

INTIMATIONS.

HONG KONG POLO CLUB.

SHANGHAI vs. HONG KONG
INTERPORT MATCH FOR KES-
WICK CHALLENGE CUP.

THE above will be held (Weather Permitting) at CAUSEWAY BAY on THURSDAY, OCTOBER 6th, 1927, at 4 o'clock. Admission will be Free to Members and Guests. Tea and Refreshments will be obtainable and by kind permission of Lt.-Col. COMY and Officers, the Band of The King's Own Scottish Borderers will play.
In the event of a Postponement on account of Weather Conditions, Play will take place on the Following Day at the Same Time. [3386]

HONG KONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 8th OCTOBER, and MONDAY, 10th OCTOBER, 1927, commencing at 2.45 p.m. on Both Days. The First Call will be rung at 2.15 p.m.
The Charge for Admission to the Public Enclosure will be \$1.00 Per Day for all Persons including Ladies, Soldiers and Sailors in Uniform: Half Price and Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.
Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINGSTAD & DAVIS at \$5.00 Each Per Day Up to FRIDAY, 10th OCTOBER, 1927.
The Charge for Admission for Ladies to the Members' Enclosure will be \$1.00 Per Day. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.
Bookmakers, Ticket men, etc., etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during Race Meetings.

By Order of the Board,
R. GUY WILKINSON,
Secretary.
Hong Kong, Oct. 1st, 1927. [3398]

MACAO'S FOURTH EXTRA RACE MEETING.

THE Draft Programme and Entry Forms for the FOURTH EXTRA RACE MEETING, to be held on SATURDAY and SUNDAY, 10th and 11th OCTOBER, 1927 (Weather Permitting) may be obtained from the INTERNATIONAL RACE and RECREATION CLUB, LTD., MACAO, HONG KONG JOCKEY CLUB and CAUSEWAY BAY STABLES.
Entries will CLOSE on FRIDAY, 7th OCTOBER, at 6 p.m. [3392]

VICTORIA RECREATION CLUB.

800 YARDS, FREE STYLE OPEN CHAMPIONSHIP of the Colony.
800 YARDS, FREE STYLE CHINESE RACE.
320 YARDS, MIX CHALLENGE CUP are to be swum at the V.R.C. on MONDAY, 10th OCTOBER, 1927, at 6 p.m. Entries will CLOSE on SUNDAY, 9th OCTOBER at 6 p.m., and must be accompanied by an Entrance Fee of One Dollar (\$1.00).
The CHINESE HARBOR RACE will be swum between 5 and 6 p.m. on MONDAY, 10th OCTOBER, 1927.
The LADIES HARBOR RACE will be swum between 6 and 8 p.m. on TUESDAY, 11th OCTOBER, 1927.
The OPEN HARBOR RACE will be swum between 5 and 6 p.m. on WEDNESDAY, 12th OCTOBER, 1927.
The Entrance Fee for these Races is One Dollar (\$1.00). [3393]

HONG KONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held at the PAVILION on THURSDAY, the 13th OCTOBER, 1927, at 5.30 p.m.

AND
NOTICE IS HEREBY GIVEN that on THURSDAY, the 13th day of OCTOBER, 1927, immediately after the holding of the GENERAL MEETING, A DRAWING for the REDEMPTION of THIRTY (30) DEBENTURES will be held.

The Names of the Debentures Drawn will be published in the Hong Kong Government Gazette and the local Newspapers, and Holders of Drawn Debentures may, upon giving Notice to the Treasurer, waive the Six Months' Notice to which they are entitled, apply on the 31st OCTOBER, 1927, to the TREASURER, Messrs. FRANK SMITH, SEBASTIAN & FLEMING, for Payment of the principal and interest to the 31st OCTOBER, 1927.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Type Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Apply: LINGSTAD & DAVIS, ALEXANDRA BUILDING. [4776]

TO LET.

A FLAT in CAUSEWAY BUILDING, Kowloon, from OCTOBER 1st. Apply to—
HUMPHREYS ESTATE & FINANCIAL CO. LTD.,
ALEXANDRA BUILDING.

INTIMATIONS.

HOUSES WANTED.

THE Admiralty may be desirous of obtaining on a Long Lease HOUSES on the PEAK or MAY ROAD LEVEL. The Houses offered to have a Minimum of Two Living Rooms, and Three Large Bedrooms. Will Owners or Agents kindly forward particulars of any available Houses to the OFFICER IN CHARGE OF WORKS, H.M. NAVAL YARD. [3383]

CHIEF OFFICER and SECOND ENGINEER WANTED immediately for British Coasting Steamer, Standard Wages.—Apply: WO FAT SING, 81, WING LOK STREET. [379]

WANTED.—For Local Shipping Office, EUROPEAN LADY STENOGRAPHER and TYPIST. Previous Office Experience Essential. Apply Box 5832, c/o Hong Kong Daily Press. [3382]

WE Require FLAT and HOUSES in CENTRAL KOWLOON and above MAY ROAD LEVEL, Hong Kong. Will Landlords interested send particulars to SMALL INVESTORS TEL. C. 4303?

BIRTH.
GUMLEY.—On September 24th, at Victoria Hospital, Hong Kong, to Mr. and Mrs. F. STEWART GUMLEY, a daughter. [3384]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

dome KONG, OCTOBER 6th, 1927

THE GREAT ADVENTURE OF THE AIR.

We believe that the aviation authorities in England were wise in refusing to countenance the suggestion made that trans-Atlantic flying should be banned. The tragic failure in one week of three separate attempts to fly the Atlantic raised the whole question in an acute form whether such flights should be permitted. The general view in England seems to be that in this matter there ought to be no bar to the exercise of courage and endurance of the kind called for in attempting to cross the ocean spaces by air. Of course, the subject is one that admits of differences of opinion. One aviation authority has described these ventures as "ridiculous"; but this is going too far. The real point is whether long flights over the sea contribute to the progress of aviation. Do they add to the sum of human knowledge in the great efforts that are being made, not by one nation only but by several, to achieve the conquest of the air?

The answer is in the negative, as they say in the House of Commons. It cannot be truthfully stated that the sensational flights from the United States to Europe have materially assisted the science of aviation. In the first place they have all been performed in land machines, unable to float if forced to come down upon the water, and incapable of carrying a supply of fuel sufficient to ensure safety in exceptional circumstances. The success of those pilots who have crossed the Atlantic from shore to shore must be regarded as a matter of luck. The ocean flights of the future—for it is to be expected that an international aerial service will be established in the course of time—will undoubtedly be made in 'air craft' of a different design from that with which we are familiar, that can ride out a storm on the ocean, and that have immense fuel-carrying capacity.

For the time being, therefore, it would seem that the proper attitude to adopt towards the whole subject is that taken up by the

INTIMATIONS.

CIGARETTES
DE LUXEBLUE RING
CIGARETTES.

VIRGINIA & TURKISH

Handmade from the Finest
Tobacco procurable.

Supplied to Clubs, Regimental
and Naval Messes, Leading
Hotels, Ocean Liners and
Railway Companies.

"INSTITUTE of HYGIENE
1922.

This is to certify that the "Ring" Cigarettes of Messrs. THE RING CIGARETTE CO., LTD., of LONDON, have been passed by the EXAMINING BOARD of the INSTITUTE of HYGIENE as fulfilling the Standard of Merit required by them in evidence of which the Council have affixed the SEAL of the Institute hereon.

Issued this Sixth day of October, 1922.

By Order of the Council.

These High Class Cigarettes
are specially manufactured
for, and sold only through
Leading Wine Merchants.

Sole Agents for Hong Kong
and South China:

A. S. WATSON
& CO., LTD.

WINE & SPIRIT MERCHANTS.
ESTABLISHED 1841.

PHONE C. 616. [50]

British Air Ministry. It would be unwise for a Government Department to lay down who should attempt to fly the Atlantic and who should not, or the type of machine, or under what conditions the effort should be made. Any measures to prohibit some ocean flights would inevitably involve Government responsibility for permitting other flights; and we should immediately reach the stage when the Air Ministry would be exposed to criticism outside Parliament and possibly censure within the House. The best plan is to leave trans-oceanic flying to the discretion of pilots and promoters, and to assist whenever help can be usefully given. That there will be further developments is certain. You cannot restrain the adventurous spirit of man. In every adventure there has to be a pioneer, and as ocean flying has begun it will go on until complete success has been attained.

Entries close to-day for the Ladies' Recreation Club tennis tournament.

St. Peter's Young Men's Club are holding a whist drive at the Cathedral Hall to-night, beginning at 8.30.

Passengers arriving on the s.s. *Avafura* from Australian ports yesterday, included: Mrs. W. W. Stark and Mr. L. H. and Mr. J. R. Matthews, and Mrs. A. M. Reeves.

To-day is the anniversary of the proclamation of the Republic of Portugal, but so far the only local event arranged by the Portuguese community is a dance at the Club Lusitano for to-night.

Mr. C. S. Summers, residing at No. 11, Magazine Gap, reported to the police yesterday that between ten and one o'clock yesterday his cook-boy absconded with a \$10 note and \$5 worth of provisions.

The police have in their possession a lady's handbag which was found in Lee Gardens on Sunday. The owner may obtain it on application to Chief Inspector W. Kent, Central Police Station.

Passengers arriving for Hong Kong on the Blue Funnel Line s.s. *Hector* from the North yesterday, included: Mr. and Mrs. L. R. Andrews, Mrs. Compton, Mr. C. S. Franklin, Major L. M. Gibbs, Dr. Wagner, the German Consul, and Mrs. Wagner, and the Shanghai Interport Polo team.

A returned banished was charged at the Kowloon Magistracy yesterday with larceny from a house at Nathan Road and with returning from banishment. The charge of larceny was dismissed, but he was sentenced to 12 months' hard labour and 24 strokes of the birch for returning from banishment.

The Whitey Smith Orchestra concluded their season in Hong Kong last night, giving a farewell performance at a dinner-dance held at Repulse Bay Hotel. There was a large attendance, and a feature of the programme was the new vaudeville given by this popular jazz band. The Orchestra return to Shanghai to-day.

Four robbers, one of whom was armed with a revolver, and another with a dagger, entered No. 13, Kremer Street, Mongkok, at 7.15 yesterday morning, and decamped with booty to the value of \$91. Among their haul was a gold watch, a wrist watch, a suit of clothing and a pair of gold mounted rattan bangles. The men appeared to be Cantonese and spoke the *Punti* dialect.

Passengers leaving on the Blue Funnel liner s.s. *Hector* to-day for Europe, include: Dr. G. D. R. Black, for London, Mr. and Mrs. Paterson from Shanghai for London, Mrs. O. Eager and Miss Eager for London, Mrs. McCallum and two children for London, Commander J. U. P. Fitzgerald, Senior Naval Officer West River, who has just been relieved, for Marseilles, and Mr. E. Timperley for Singapore.

The Hon. Manuel Quezon, President of the Philippine Senate, and party of distinguished Filipinos, including the Hon. Sergio Osmena, Dr. M. Canizares and Mr. Arsenio N. Luz, who are passing through on the *President Madison* on an official visit to the United States, were the guests of Mr. Ko Leong Hoe of the Ho Hong Bank, Ltd., last evening at the Man Kwok Restaurant, West Point. A number of well-known Chinese were amongst the guests.

The following members of the Hong Kong Police Force assisted in various departments at the dance in aid of the Police Branch Funds of the Ministering Children's League (reported yesterday): Inspector Bloer, Sergt. Hunt, Sergt. Baller, Lance-Sergt. Charman, P. C. Lammert (door, tickets and cloakroom) Sergt. Elston (refreshments) Inspector Ellis and Mr. R. Dormer (sale of tickets), Sergts. Condon and Gerrard (band) Chief Inspector W. Kent (M.C.), assisted Inspector Marks, Mr. A. J. C. Taylor and Mr. Thorpe.

At an extraordinary general meeting of the Royal Hong Kong Yacht Club to-day, at 8 p.m., the following resolution will be submitted:—

"That Articles of Association and Bye-Laws in the form of a draft set of Articles of Association and Bye-Laws which has for the purpose of identification been signed by A. L. Shields, Merchant, of the City of Victoria, be substituted for the Articles of Association and Bye-Laws of this Club." If this is passed it will be submitted for confirmation as a special resolution at a meeting to be subsequently convened.

Current attractions at the Cinema to-day are: at the Queen's Theatre, "The Love of Sunya," continuing until Saturday; at the World Theatre, "Jealousy"; at the Star Theatre, "Time the Comedian."

The sale of property at No. 123, Wing Lok Street (area 1,675 square feet and Crown rental \$30.34) which was to have taken place by order of the mortgagee at the China Auction Rooms yesterday afternoon was postponed indefinitely.

Mr. D. M. Biggar, manager of the local branch of the Equitable Eastern Banking Corporation, was a passenger by the *President Madison* which left for Seattle this morning. He is returning to the United States on furlough.

Mr. Tony Keswick, of Messrs. Jardine, Matheson & Co., son of Major Henry Keswick, M.P., is returning to Europe by the s.s. *Hector*. He has recovered from his recent serious accident while playing polo for the Cunningham Cup.

IN THE HARBOUR.

LORRY TOPPLES OVER
PRAYA.

DRIVER RUNS AWAY.

About 7 o'clock yesterday morning, a Sanitary Board lorry toppled over into the harbour near the rubbish dump, which is situated just beyond the Standard Oil Company's Godown, at Kennedy Town.

The lorry load had been discharged into a waiting junk, but upon re-starting the engine the driver made a mistake and the lorry shot towards the edge of the pier. The driver swerved, but the two off wheels had gone over the side of the pier and the lorry finally toppled on its side into the harbour. It had a fall of about ten feet, and came to rest in about two to three feet of water.

A cook who was in the rear part of the lorry was thrown out heavily and badly injured, both his legs and one arm being fractured. He was removed to the Government Civil Hospital.

The driver managed to get clear of the vehicle as it fell, but he was missing when police traffic officers arrived. It is understood that the driver was a new man, and had only been engaged the previous day.

COLONY'S HEALTH
RETURN.

LAST WEEK'S FIGURES.

Ten cases of notifiable disease occurred in the Colony during the week ended in October 1st. There were two Chinese cases of diphtheria, one of which proved fatal and eight cases of enteric (typhoid fever). Of the latter two were British cases and six Chinese of which two were imported. Two dogs were notified as having rabies. There was a clean bill of health for the 24 hours ended on October 3rd.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3.34 p.m., stated:—

Pressure remains highest over South Japan.

A typhoon has developed to the east of the Visayas, it is probably situated at about 500 miles E.S.E. of Manila, moving westward.

Local Forecast:—N.E. winds, moderate, fine.

TYPHOON WARNINGS.

MANILA, Oct. 4th, 3 p.m.

Typhoon in about 123deg. Long. E., 10deg. Lat. N., moving W.

The following telegram arrived last night from Manila:—

Typhoon in about 126deg. Long. E. and 12deg. Lat. N., moving W.N.W.

SANITARY BOARD.

DANGER OF RESIN BOILING.

TO BE MADE AN OFFENSIVE
TRADE.

At a meeting of the Sanitary Board yesterday afternoon, the danger involved in resin-boiling under or adjoining dwelling places was emphasised, and a proposal was made that the trade of resin-boiling should be regarded as an "Offensive Trade."

The President proposed this motion.

In seconding it, the Medical Officer of Health (Dr. G. W. Pope) pointed out the danger of fire and also stated that resin-boiling could cause irritation which might lead to chronic inflammation.

The proposal was carried unanimously.

Those present at the meeting were: Mr. N. L. Smith (President), Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. S. C. Ho, Mr. J. P. Braga, Lt.-Col. S. Boylan-Smith, Mr. H. T. Jackman (acting Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

A TRUST BETRAYED.

FOKI ABSCONDS WITH
NEARLY \$3,000.SENT TO CASH CHEQUES BUT
DISAPPEARS.

Another case of fraud in connection with bank-notes has been reported to the Police. The amount in question, in this instance, is close upon \$3,000.

The story is one of trust, placed by an employer in an employee, betrayed.

It appears that a Chinese, named Tang Ying Nam, a *foki* in the employ of the Wang Wing Provision Comprode's stores, at No. 3, Li Yuen Street, Wanchai, was entrusted with two cheques, one to the amount of \$2,800 on the Bank of Canton, and the other for \$25 on the Bank of Indo-China.

Since the man left his employer's premises on Monday to cash the cheques he has not been seen, and it is presumed that he has absconded with the money.

The police have the matter in hand.

ALLEGED FORGED CHEQUE.

SUM OF \$50,000 INVOLVED.

HEAVY BAIL SECURITIES.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday, Fung Hee Ten, an Assistant in the Comprode's department of the Netherlands India Commercial Bank, was charged with the forgery of a cheque of \$50,000, purporting to be drawn by Ming Fat Hong, of No. 9, Bonham Strand, on the Yokohama Specie Bank. It is alleged that forgery took place about two months ago and that the writing on the cheque resembled that on certain other cheques which the defendant had written.

Mr. H. C. Macnamara, who is prosecuting, applied for a date to be fixed for hearing the case, and His Worship adjourned it until Tuesday morning next.

Mr. M. K. Lo is for the defence. Bail was allowed defendant in the sum of \$10,000 in cash and \$45,000 in securities.

KALGAN OCCUPIED BY THE SHANSI TROOPS.

FENGTHIENESE MEETING WITH REVERSES.
FORCED TO FLEE SOUTH OF KALGAN.

SHANSI PREPARING TO LAUNCH AN ATTACK
ON PEKING.

POPULATION OF METRO-POLIS FEELING ANXIOUS.

MARSHAL FENG AND GENERAL TANG TO CO-OPERATE WITH SHANSI.

The Shansi troops, evidently profiting by the surprise they sprung upon the Fengthienese, still continue to have the better of the exchanges. Kalgan, which appears to have been their objective during the past few days, has now fallen into their hands, having been evacuated by the Fengthienese on Monday. In consequence, the Fengthienese troops have had to make a hasty exit to Suenwha, several li south of Kalgan. They do not, however, appear to be in any way either down-hearted or disorganised, and are reported to be preparing to make a valiant stand in the vicinity of the Nankow Pass. Marshal Feng Yu Hsiang and General Tang Seng Chi have informed General Yen of Shansi that they intend to co-operate with him against the Fengthienese by launching an early attack against Shantung.

SHANSI-FENGTHIEN HOSTILITIES.

THE FIGHTING NEAR
KALGAN.

[THROUGH REUTER'S AGENCY.]

PEKING, October 3rd.
It is semi-officially stated that on October 1st the Shansi troops launched an offensive against the Fengthien forces at Chaikowpa, and that yesterday they were defeated and forced to retire 60 li westward. General Yen is now personally in command in the field, and is moving troops up to Yangchow, while the Fengthien troops northward of the Great Wall in Shansi territory are fighting at Fengchen.

Big troop movements towards Kalgan indicate the seriousness of the Fengthien intentions. Five trains carrying one brigade of Kirin troops left Peking for Kalgan yesterday, and another brigade is shortly following. It is stated that there are at present 80,000 Fengthien troops in the Kalgan area.

Yesterday a Shansi man, dressed in plain clothes, attempted to destroy the railway at Suenwha, but the attempt was foiled.

General Sun Chuan Fang, in the name of the Ankuochun leaders is issuing a circular telegram denouncing Yen Shih Shan.

Kalgan Evacuated By Fengthien Forces.

LATER.

It is reliably reported that the Fengthien forces are withdrawing towards the Nankow Pass, having evacuated Kalgan.

A Nanking Report.

SHANGHAI, October 4th.
The Nanking Military Council announces that the Shansi troops, attacked the Fengthien outposts at Chentinglu, on the Peking-Hankow railway, on the afternoon of October 1st, and severe fighting ensued, resulting in the Fengthien forces falling back on Tingchow, 40 miles to the northward.

The Military Council states that the Shansi forces total 15 infantry and 10 cavalry divisions, amounting to 170,000 men, and that General Yen Shih Shan plans to attack Peking from the north, via Kalgan and the Nankow Pass. Marshal Chang Tso Lin is rushing up all possible reinforcements from Manchuria.

There are many rumours of friction between Marshal Chang Tso Lin and his generals.

Kalgan Occupied By Shansi Troops.

PEKING, October 4th.
The Fengthien troops have withdrawn from Kalgan owing to a flank attack threatening their communications. The Fengthien troops are preparing to make a resolute stand in the vicinity of Nankow Pass. The Shansi troops occupied Kalgan yesterday afternoon.

H.M.S. "CASTOR" COMING EAST.

LEAVES CHATHAM ON 15th
INST. ON TROOPING VOYAGE.

[THROUGH REUTER'S AGENCY.]

LONDON, October 4th.
The cruiser *Castor* will be detached from her duties as Senior Officer's ship of the Home Reserve Fleet and sails from Chatham on the 15th inst., on a trooping voyage for Hong Kong. She will convey relief crews for submarines in the Far East and also reliefs for the *Tamar* depot ship of the China Station and other casual reliefs awaiting passage to the Far East.

GENERAL CHANG TO DEFEND SHANTUNG.

(Wah Tsz Yat Pao.)

SHANGHAI, October 4th.
General Chang Tsung Chang has left Peking for Shantung to put up a defence in that province against possible invasion from Feng Yu Hsiang's forces.

NANKING GOVERNMENT'S MONTHLY EXPENDITURE.

(Wah Tsz Yat Pao.)

SHANGHAI, October 4th.
In a Budget discussion the Special Committee of the Nanking Government has passed a resolution fixing the total amount of military, party and political expenditure to \$5,000,000 monthly.

STRIKE OF C.M.N. CO'S GODOWN EMPLOYEES.

(Wah Tsz Yat Pao.)

SHANGHAI, October 4th.
Employees at the godowns of the China Merchants' Navigation Co. in Shanghai have gone on strike. They have presented three demands to the Company, namely: (1) That the European chief director of the godown should be immediately dismissed; (2) That the dismissed workers should be restored to their former positions; and (3) That the Company promise an increase of wages to the employees.

Consequent upon the strike all the steamers of the Company scheduled to sail from Shanghai to-day have suspended their movements.

WOOSUNG AREA UNDER MARTIAL LAW.

(Wah Tsz Yat Pao.)

SHANGHAI, October 4th.
The Chinese naval authority at Shanghai has again declared martial law. After darkness no steamer is allowed to pass Woosung Fort.

PIRATES ON YANGTZE.

TAKE CONTROL OF TWO
ITALIAN VESSELS.

[NAVAL WIRELESS.]

CHUNGKING, October 3rd.
Pirates boarding two Italian steamers as passengers, took control of the bridge at the point of the pistol between Ichang and Kweifu, and ransacked the vessels. Ordinary passengers lost all their personal luggage, and in the case of one of the vessels, it was only released on payment of \$1,000. In Chungking, anti-foreign agitation appears to be dying out, and street poster propaganda has already ceased.

THE YANGTZE WAR FRONT.

[NAVAL WIRELESS.]

SHANGHAI, October 3rd.
No news of any importance is to hand from the Yangtze war front. Hostilities appear to have been suspended. Shanghai is quiet.

FRANCO-AMERICAN TARIFFS.

CONTENTIONS BY BOTH
COUNTRIES.

WHAT U.S. TOURISTS SPEND
IN FRANCE.

[THROUGH REUTER'S AGENCY.]

PARIS, October 3rd.
The correspondence is published between the French and American Governments regarding the tariff revision question. American Note discussed the inevitable divergences which would be caused by such legislation in the two countries, and requests the inception of negotiations for a treaty guaranteeing that the United States obtain most-favoured-nation treatment, pending which the discrimination measures taken by France be suspended.

The French reply declares that the Government is ready to grant most-favoured-nation treatment to the United States, provided that the latter will at least ensure equal conditions and possibilities for French trade. In accordance with the fundamental laws of the Republic, the Government must make the favourable treatment which it proposes to grant to the United States, conditional on such an assurance.

[THROUGH REUTER'S AGENCY.]

America's "Invisible Exports."

PARIS, October 4th.
Apropos of the American Note one argument used by the United States Treasury is that French exports to the United States ought to be increased by the figure "invisible exports" represented by the amount of money spent by American tourists in France, which is estimated as being well over two hundred million dollars annually.

[THROUGH REUTER'S AGENCY.]

Lord Mayor's Visit to Rome.

RECEIVED BY MUSSOLINI.

[BRITISH WIRELESS SERVICE.]

ROBY, October 3rd.
Sir Rowland Blades, the Lord Mayor of London, who is paying an official visit to Rome, this morning laid wreaths on the Royal tombs at the Pantheon and on the Tomb of the Unknown Soldier.

The Lord Mayor and his party afterwards went in municipal motor-cars to see important excavations at Ostia, the ancient port of Rome.

This afternoon Sir Rowland and Lady Blades, their daughters, and the Sheriffs of London with their wives, were received by Signor Mussolini at Villa Torlonia, the Italian Premier's summer residence.

WUHAN AND NANKING.

ANOTHER ATTEMPT TO
PATCH UP.

[NAVAL WIRELESS.]

NANKING, October 3rd.
The Nanking Government has not accepted as definite the divergence of the Wuhan clique, and further attempts to reach an amicable settlement of their differences are being made. General Chu Pei Teh has been entrusted with the task of emissary of the Nanking Government, and he will proceed to Kiukiang to interview Mr. Wang Ching Wei. The city generally is quiet, though the British Consulate has once again been seized by the military authorities, who are in occupation.

BRITISH HANKOW PAPER.

SUSPENDS PUBLICATION
OWING TO STRIKE.

[THROUGH REUTER'S AGENCY.]

HANKOW, October 3rd.
The *Central China Post* has suspended publication owing to a strike of its employees.

THE SEMINOLE OILFIELD.

NEW PACT DECIDED UPON.

CURTAINMENT PRO-
GRAMME.

[REUTER'S AMERICAN SERVICE.]

TULSA, Oklahoma, Oct. 4th.
The operators in the Seminole Oilfield have agreed to continue the curtailment programme, by which production is restricted to 450,000 barrels daily for another 30 days after the 5th inst., but the restrictions on the drilling wells are omitted in the new pact.

THE DRUG TRAFFIC.

CO-OPERATION ESSENTIAL.

NON-RATIFICATION OF THE
CONVENTION.

[THROUGH REUTER'S AGENCY.]

GENEVA, October 3rd.

When the League advisory committee on opium re-examined the Italian plan to tighten control of the traffic, Sir Michael Delvingne closely analysed the scheme, and proposed the appointment of an expert sub-committee to examine and report on the systems of control in different countries to the advisory committee.

Sir Michael Delvingne said that the production of a scheme by the latter would not suffice, but the Governments would have to accept it. The Geneva opium convention, which was more stringent than the Hague regulations, had unfortunately remained a piece of paper owing to the delay in ratification by the principal States. More goodwill of the Governments was needed.

M. Leon Bourgeois (France) entirely agreed with Sir Michael Delvingne's suggestion and observations.

ANOTHER REVOLT IN MEXICO.

CITY GARRISON JOINS
REBELS.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, October 3rd.
Five hundred soldiers of the city garrison revolted yesterday evening, and departed from the capital. They have taken the field against the Government, presumably in support of a movement against the re-election of Obregon as president. The present President, Calles, whose term of office expires in July next year, is ineligible for a second consecutive term. Obregon was his predecessor.

The present revolutionary movement is fostered by Generals Arana to Gomes and Francisco Serrano, both candidates for the Presidency, who have been missing since Saturday.

Train Service Suspended.

VERA CRUZ, October 4th.
The military authorities have ordered the suspension of the train service on the Mexican Inter-Oceanic railways connecting Vera Cruz and Mexico City. No reason is given for the order, by which all branch lines of the two railways are affected; but it is rumoured that uprisings occurred at several places. The Federal Garrison have left their barracks for an unknown destination.

LABOUR IN ITALY.

FASCIST GOVERNMENT
REDUCES WAGES.

[THROUGH REUTER'S AGENCY.]

ROME, October 3rd.
An inter-syndical conference of employers having intimated the necessity of reducing wages, in order to bring the costs of production into harmony with the sterling quotation of 90, the Government has arranged a wages cut varying between 10 and 20 per cent.

CUBA'S SUGAR.

COMPREHENSIVE BILL
PASSED.

"IN THE LIGHT OF WORLD
SUPPLY AND DEMAND."

[REUTER'S AMERICAN SERVICE.]

HAVANA, October 4th.
A comprehensive plan, aiming at the stabilisation of sugar prices, is embodied in the Bill passed by the House of Representatives and authorising the appointment of a Special Commission to establish bases of restriction and production in the light of world supply and demand and laying down penalties for surplus production and for the creation of a Sugar Company to handle national exports.

BRITISH GOVERNMENT'S "CRITICAL PERIOD."

CONSERVATIVE AND LABOUR
PARTIES' CONFERENCES.

AGENDAS FRAMED FOR NEXT
ELECTIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, October 3rd.
At the beginning of the fourth year of the Government's life, which is traditionally reputed to be a critical period, political interest during the forthcoming week will be divided between Cardiff and Blackpool, the respective venues of the Conservative and Labour parties' annual conferences.

In both cases the agenda has been framed with an eye to the next elections. Apart from the question of the personality of Mr. Baldwin, which is likely to arise in a veiled form, the Conservative gathering will devote the bulk of its attention to the reform of the House of Lords, and the extension of women's suffrage, to both of which the Government has pledged itself, notwithstanding murmurs of discontent among the rank and file.

Contrasted with that, the Labourites are expected to generate warmth on the subject of disaffiliation with the Communists, with regard to which Mr. Roberts, the Labour M.P. in his presidential speech at Blackpool to-day, uttered unmistakable sentiments, declaring that the movement stands foursquare for broadly based, comprehensive, and constructive policies against disruptive and discordant influences.

The principal resolution on the agenda is one relating to a scheme of surtax on unearned income of over £300, whereby it is intended to replace the capital levy.

BRITISH COLONIES' ECONOMIC DEVELOPMENT.

IMPORTANT APPOINTMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, October 3rd.
The Secretary for the Colonies (Mr. L. Amery) has decided to establish provisionally the appointment of an economic financial adviser on questions involving economic development and financial problems in the colonies and protectorates, and other territories. He has selected Sir George Schuster, who is shortly terminating his appointment as Financial Secretary to the Government of the Sudan. It is understood that Sir George Schuster's duties will not occupy his whole time, and that he will be at liberty to undertake private work. He will continue to act as consultant to the Sudan Government on matters of financial policy.

[BRITISH WIRELESS SERVICE.]

ROBY, October 3rd.
The Colonial Secretary has decided to establish provisionally the appointment of an economic financial adviser, to advise him on questions involving the economic development and financial problems of the colonies and protectorates and other territories the administration of which is subject to his control.

He has selected for this post Sir George Schuster, who is shortly terminating his appointment as Financial Secretary to the Government of the Sudan. Sir George Schuster will continue to act as consultant to the Sudan Government on matters of financial policy.

ANOTHER LINK OF EMPIRE.

TELEPHONING FROM CANADA
TO ENGLAND.

PREMIERS CONVERSE.

[BRITISH WIRELESS SERVICE.]

ROBY, October 3rd.
A telephone service between Great Britain and Canada was inaugurated this afternoon, by a conversation between Mr. Baldwin and Mr. Mackenzie King, the British and Canadian Premiers.

Some difficulty was experienced at the outset, but after a few minutes the Premiers were able to converse with comparative ease.

The conversation included the following statement by Mr. Baldwin: "I am very interested in having an opportunity of opening this new telephone service between Great Britain and Canada, by a conversation with you, and am specially glad it comes so soon after my visit to Canada and our talks together there. This development will add another to the many happy recollections of a memorable year. I am sure the service, of which this is the beginning, will prove of far-reaching utility, and am confident it will receive a warm welcome in both our countries, binding us, if possible, nearer together."

GIGANTIC INDUSTRIAL COMBINE.

VAST INTERESTS
CONCERNED.

CHEMICAL AND DYE TRUST.

[THROUGH REUTER'S AGENCY.]

COLOGNE, October 3rd.
There is much speculation regarding the forthcoming meeting of the German Dye Trust, at which, although the proposal does not appear on the agenda, it is believed that the chief business will be a motion to increase the capital by ten per cent. of £5,000,000. This may be devoted to the development of companies dealing in synthetic activities in petrol and rubber.

The city correspondent of the *Evening Standard* surmises the creation of a powerful European chemical cartel, in which will be the German Dye Trust and the £30,000,000 British combine, the Imperial Chemical Industries, with French, American, and Dutch companies.

It is likely to be announced at the above mentioned meeting that the cartel would be virtually able to control the output of heavy chemicals, explosives, dyes, fertilisers and other synthetic products in Europe, and also develop the Bergius process of producing oil from coal, an agreement concerning which has already been signed with the Standard Oil Company. The Royal Dutch Company is concerned with the Imperial Chemical Industries in the development of British rights.

A GENEROUS SCOT.

PAYS COURT COSTS FOR MAN
WHOM HE FOUGHT.

Employed on a reservoir scheme near Clitheroe, Duncan McGregor, with that thrift associated with his countrymen, managed to save £4 which he meant to put by for a visit to his native Forfarshire. But the best laid schemes gang agley, and Duncan appeared at Bolton-by-Bowland Police Court with his head heavily bandaged and minus his £4.

Another labourer, William Fisher, was in the dock on a charge of stealing the money and with assaulting McGregor.

The Scot described a scuffle he had with Fisher. It appeared that they stuck so closely to each other that both fell over an eight-foot wall into a field, where the struggle continued fast and furious. After having enough of each other Fisher left the sanguinary scene, and naturally McGregor's first thought was for his money. When he put his hand in his pocket his holiday savings had vanished.

Fisher declared that McGregor was the aggressor, and denied stealing the money, to which the Scot replied, "I never said you did, but I had it when the fight started." Both charges were dismissed. Fisher was ordered to pay 4s. costs, but had no money, so McGregor chivalrously "put his hand down," and the fighting pair, left the court, arm-in-arm.

WILLYS-KNIGHT

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HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, OCTOBER 5th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Learners' Licences—Taxis in Japan—Shanghai Trade—The £100 Car—Motor Traders Club in London—Correct Tyre Pressures—Motor Road Project.

"WHIPPETS."

"NO STOCK!"

"WHY?"

"Because they are sold out as fast as we get them from the factory." Next Shipment due October 11th.

TRY ONE AND APPRECIATE THE REASON.

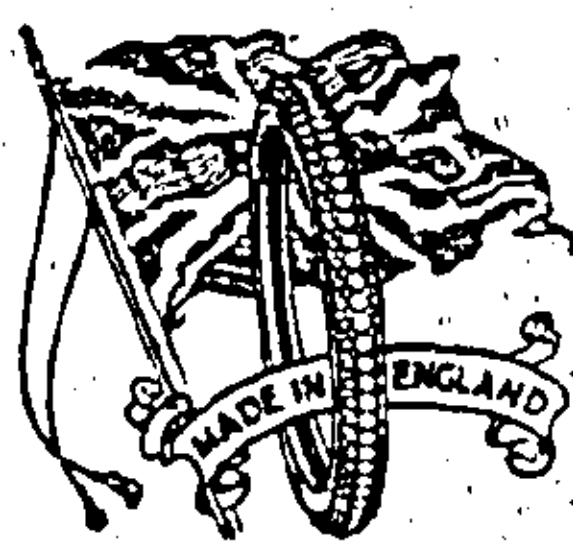
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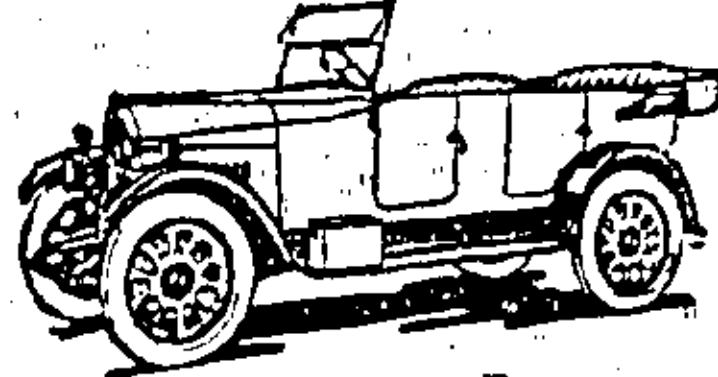
The FASTEST SPEED ever attained on land was attained by MAJOR SEGRAVE on DUNLOP TYRES

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THE product of one of the oldest Car Manufacturers in the United Kingdom, the Humber 920 H.P. Model represents all the fine traditions of British craftsmanship. Its pleasing appearance, robust construction and dependable performance, are such as entitle its claims to be unexcelled for value among British Cars available in the East.

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- 9/20 H.P. 4-Seater Tourer
- 9/20 H.P. 4-Seater Saloon
- 14/40 H.P. 2-3 Seater with Dickey Seat
- 14/40 H.P. 5-Seater Tourer
- 14/40 H.P. 5-Seater Saloon
- 14/40 H.P. 3-Coupe with Dickey Seat



920 H.P. 4-Seater Tourer.
Other Models of 20/55 H.P.
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MOTOR CYCLES. The 340 H.P. O.H.V. "Sports" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

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300 MILES BY 'BUS.
FROM NEWCASTLE TO LONDON IN A DAY.

ALONG THE ROADS OF THE OLD STAGE-COACH.

"Newcastle to London," says the notice on the brown "bus" which swings into the Haymarket, Newcastle-on-Tyne, each Thursday and Sunday morning, and which, when the great clock of St. Thomas's near by strikes eight starts off with its load of passengers for a 300 mile journey.

The accomplishment of this journey in one day is indeed a marvel, and one which is interesting people in every part of the country. The journey is performed on the Great North Road, so well known throughout the country, and so full of interest, historical and new. Over this old road our forebears travelled in the rumbling old stage-coaches, changing horses at various post-houses, and running many risks from the depredations of highway-men.

Now all that is changed. The post-houses are gone, but in their places stand motor service stations, where the "horse" of the day is refreshed—in other words filled-up. (Continued at foot of next column.)

"LEARNERS' LICENCES.
CAN LEARN TO RIDE ANYWHERE.

Up to quite a recent date those wishing to learn to ride a motor-cycle or drive a car have had to apply for a learner's licence at the Police Traffic Department and for a fortnight or so have had to confine their riding activities either to Happy Valley, or on the Kowloon side, to Prince Edward Road.

Learners will be glad to know that this order has now been withdrawn. Those holding learners' licences may practice wherever they wish.

A holder of a motor-cycle learner's licence need not have a fully licensed driver accompanying him on practice runs; a driver of a motor-car, however, must have a licensed driver with him until fully qualified.

Learners are requested by the Traffic Department to avoid the busy traffic centres as much as possible.

No highwaymen lurk in ambush now to attack or rob, only friendly A.A. or R.A.C. scouts stand at points of the road, and give a salute as the 'bus rushes by on its wonderful journey to London.

MOTOR NOTES.

RECENT DEVELOPMENTS.

Quite a number of important developments have recently taken place in the British Motor Industry. Messrs. Rootes, of Devonshire House, are now exporting Daimler cars to the Near and Far East, the Indian Empire, the Straits Settlements, and Australasia, and have recently produced a model representing an exceptionally interesting combination. It consists of the 20/70 h.p. "Q" type Daimler chassis equipped with a genuine Veyman body of special design, and represents the last word in quiet and luxurious running, coupled with great speed capabilities.

The personal influence of Mr. W. R. Morris on the methods of the Wolseley Company is now becoming very apparent. Though hitherto associated in the public mind with quantity production, Mr. Morris is running the Wolseley concern entirely on the basis of quality production.

The enormous new factory of the Clyno Engineering Company at Wolverhampton has just been completed and is now in full swing. It has been necessitated largely by the Overseas demand for Clyno cars.

Extensive additions have recently been made in the engine building and gearbox assembly departments of the New Hudson factory, despite which further extensions are now found to be necessary, largely owing to the increased Overseas demand for New Hudson cycles and motors. A large consignment of the former has recently been delivered to the order of the Sudanese Government.

A change in nomenclature and, to some extent, in manufacture has occurred in connection with the well known 9/20 h.p. Rover. The engine bore has now been increased by 3/8 in. and the car is now known as the 10/25 h.p. model. The additional engine power is being found very valuable in hilly countries, though a petrol consumption of round about forty miles to the gallon is still maintained even with saloon models.

MECHANICAL IMPROVEMENTS.

A very interesting mechanical advance is to be found in the design of a comparatively new British car, the Brocklebank, which is the only British model fitted with an oil rectifier. Oil rectification is a very important factor in determining engine life, owing to the wear caused by particles of foreign matter which, for the most part, enter through the carburettor. In the Brocklebank, the oil rectification process and preheating of the charge to improve fuel economy are combined in a single device. A jacket is fitted round the induction pipe and the pump forces the oil through the jacket, whence it is returned to the sump, a very efficient filter being incorporated in the circuit.

An important development, forecast of the use of Diesel engines on cars. This type of engine does without a separate ignition apparatus and works on low grade oil fuel, and appears to be reaching a stage which proves that it has definitely passed the stationary and marine engine stage and is moving rapidly in the direction of becoming available to motor engineers.

In respect of motor cycle engines, useful work is being carried on with a view to securing improved silence in running. A competition organised by the Triumph Cycle Company of Coventry in conjunction with The Motor Cycle attracted no fewer than 173 devices. These have been carefully examined by the judges and the 12 best have been selected for final tests, which are now in progress.

MUNICIPAL MOTORS.

According to Motor Transport over sixty British Municipalities are now operating motor bus services. The largest of the kind is that of Birmingham, whose fleet of 187 buses carried over 43 million passengers last year. More than half of the municipal-owned buses in the country are pneumatic tyred.

TAXIS IN JAPAN.

COST ANALYSIS OF OPERATION.

Today, in Osaka there is a large company operating nearly a hundred cars on a basis which is almost unique in that it proves satisfactory alike to owner, driver and a majority of "fares." The operating company rents each car under contract to an individual driver who pays a rental fee of 12 yen per day. In addition to this rent the driver must pay also the cost of all gas, oil, repairs and tyres. Since the driver takes in 1 yen for every fare, no more and no less, every fare, no "cruises" on the main thoroughfares, it may be readily understood that his takings run fairly high—between 25 yen and 35 yen a day, sometimes higher.

Under this system, both the driver and the operating company make money, but the car has a hard time for the driver, who in most cases has no mechanical skill whatever, consistently abuses the mechanism, runs it without sufficient oil, buys the cheapest grade of gas, oil and tyres he can find, and does not stop to have minor adjustments and replacements made until they have become serious. He neglects even the ordinary routine oiling and greasing of the car, feeling that since it does not belong to him he is not responsible for it.

Recently Mr. David S. Tait, a well-known motor authority of Japan, had an opportunity to witness a break-down, test made for the purpose of checking depreciation cost, which revealed some surprising figures. The Taxi company in question had 58 Overland Whippet Touring Cars in operation, together with other cars of the same price group, and was considering the purchase of several more cars to increase their fleet, debating between the Whippet and one of its competitors.

As a test of its depreciation cost to the company, they took a Whippet which had been driven slightly more than 25,000 miles, and broke it down to the frame rivets, disassembling all parts, including the transmission, rear axle, and even such small units as the oil pump.

Up to that time the car has received only the following service: Carbon removed twice; valves ground once; nine tyres used; timing chain adjusted six times and cover welded where loose chain had made a hole. There had been no replacements. Fuel consumption had averaged 25 miles to U.S. gallon (of the cheapest grade) and 300 miles to a gallon of oil.

The breakdown revealed the following condition: Although the crankshaft and cylinder bores showed slight traces of scoring from running without sufficient oil (traces so slight that they were not apparent to the owner or his drivers until pointed out by Mr. Tait), they were in good condition. No bearing replacements were necessary. Piston pins, although slightly loose, were good for another 5,000 miles and were not replaced. Pistons were good and only three rings needed replacement.

Universal joints had never been lubricated, the oil screw being rusted in. These were replaced, in spite of their being no breakage and the fact that the driver did not know the joints were badly worn.

Rear axle and transmission gears were perfect. Wheel bearings were also O.K. The pilot bushing in the flywheel, which had never been inspected, was slightly worn, but not enough to need any attention beyond lubrication.

The touring body was removed and placed on horses. In this condition, without the flooring, all doors opened and shut perfectly, locks operating as usual. Seat upholstery was still good. The top and curtains were still all right, but one or two celluloid lights called for replacement. The electric system needed no replacements.

Parts required cost about 50 yen, and for this sum the car was put back in good running condition. No charge for labour was made on this test, because it was made in co-operation with Willys-Overland Distributors as a scientific test of maintenance cost.

Up to the time of this test, the Taxi company had computed the life of an Overland Whippet for taxi use at 50,000 miles, and depreciated it accordingly. As a result of their investigation, however, this figure has been increased to 100,000 miles and their order placed for new cars specified Whippet.

MOTOR ROAD PROJECT.

FROM MIDLANDS TO MERSEYSIDE.

A £6,000,000 SCHEME.

Reference to the proposed construction of a commercial motorway between the Midlands and the Merseyside, to cost £6,000,000, was made at a recent meeting of the Birkenhead Chamber of Commerce, when it was decided that the Transport Section and the directors of the Chamber should meet a deputation from the committee of commercial men interested in the project.

It was stated that the road would be limited to motor traffic, and that it was proposed that motor-cars using the road should be subjected to a toll of 2d. per mile, motor-cycles 1d. a mile, and goods vehicles to 4d. per ton mile.

The Coming Conference.

Mr. R. Rowland Hughes, who presided, stated that the road would be supplementary to the present highways, and he supposed that in some respects it would be competitive with the railways. Motor transport was one of the country's biggest problems.

SHANGHAI TRADE.

The Chinese are buying motor cars in spite of revolutions and civil war. A photograph recently to hand shows a Whippet Sedan purchased by one of the Southern generals for his family's use. This little five passenger car was first converted into a seven passenger car with glass partition; but the four handles affixed to the top for the armed guards to hold on to really make it an eleven passenger car. There are four Chinese characters on the rear archway, which, translated, read "Down with the foreign imperialists—return the concessions."

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